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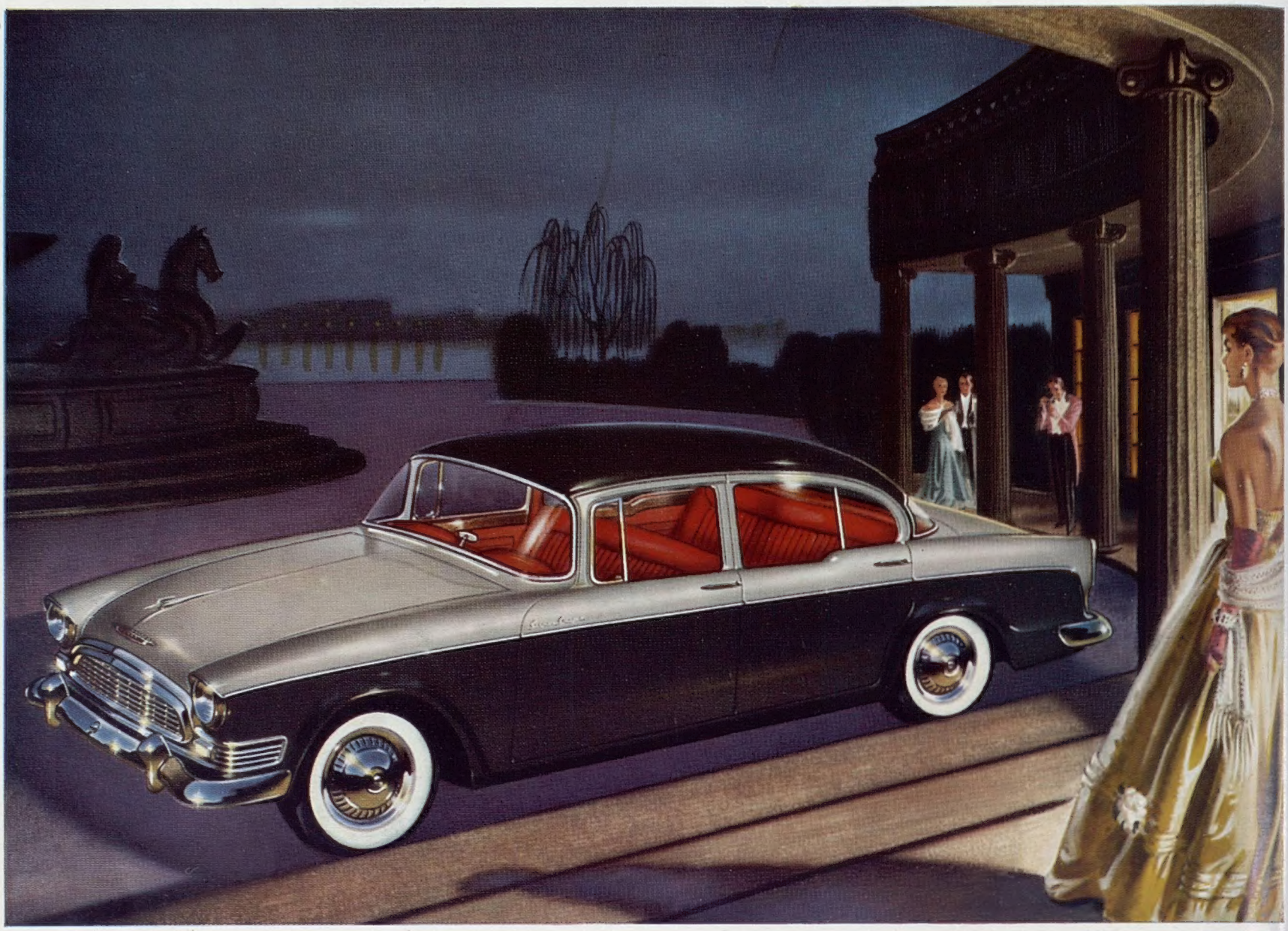

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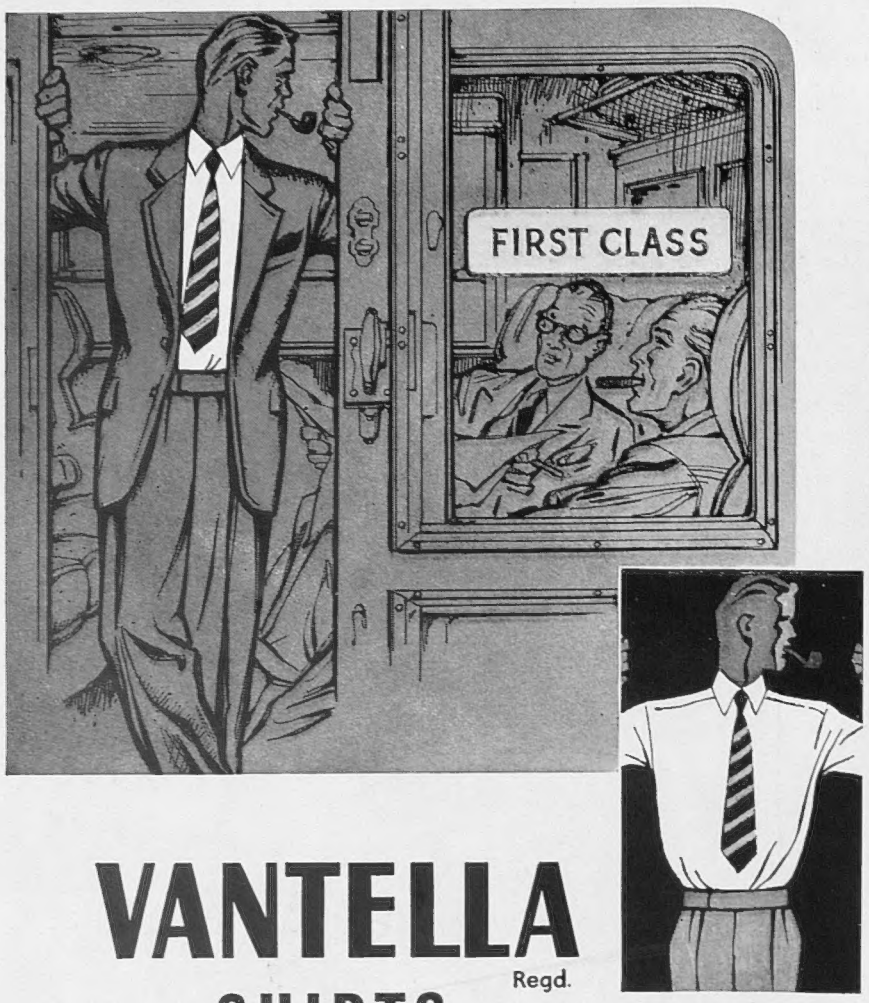

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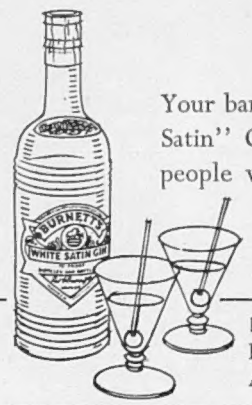

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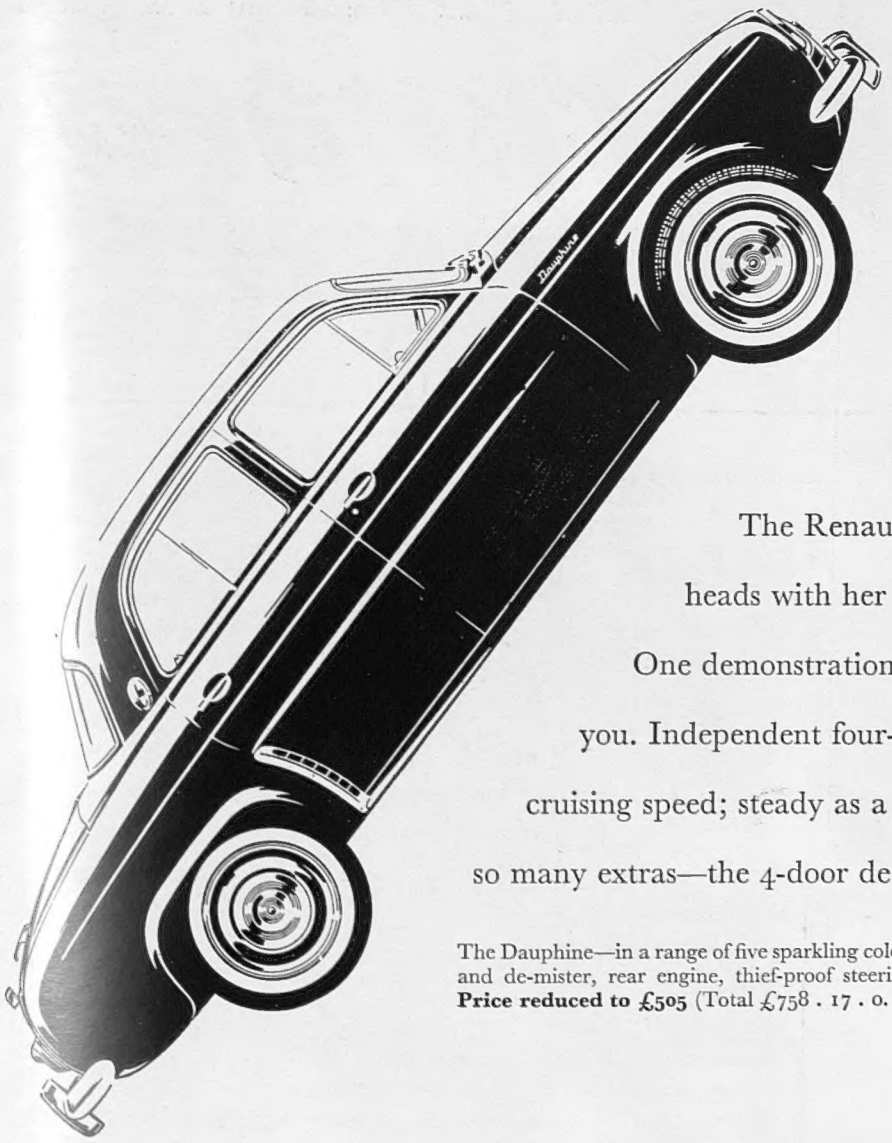

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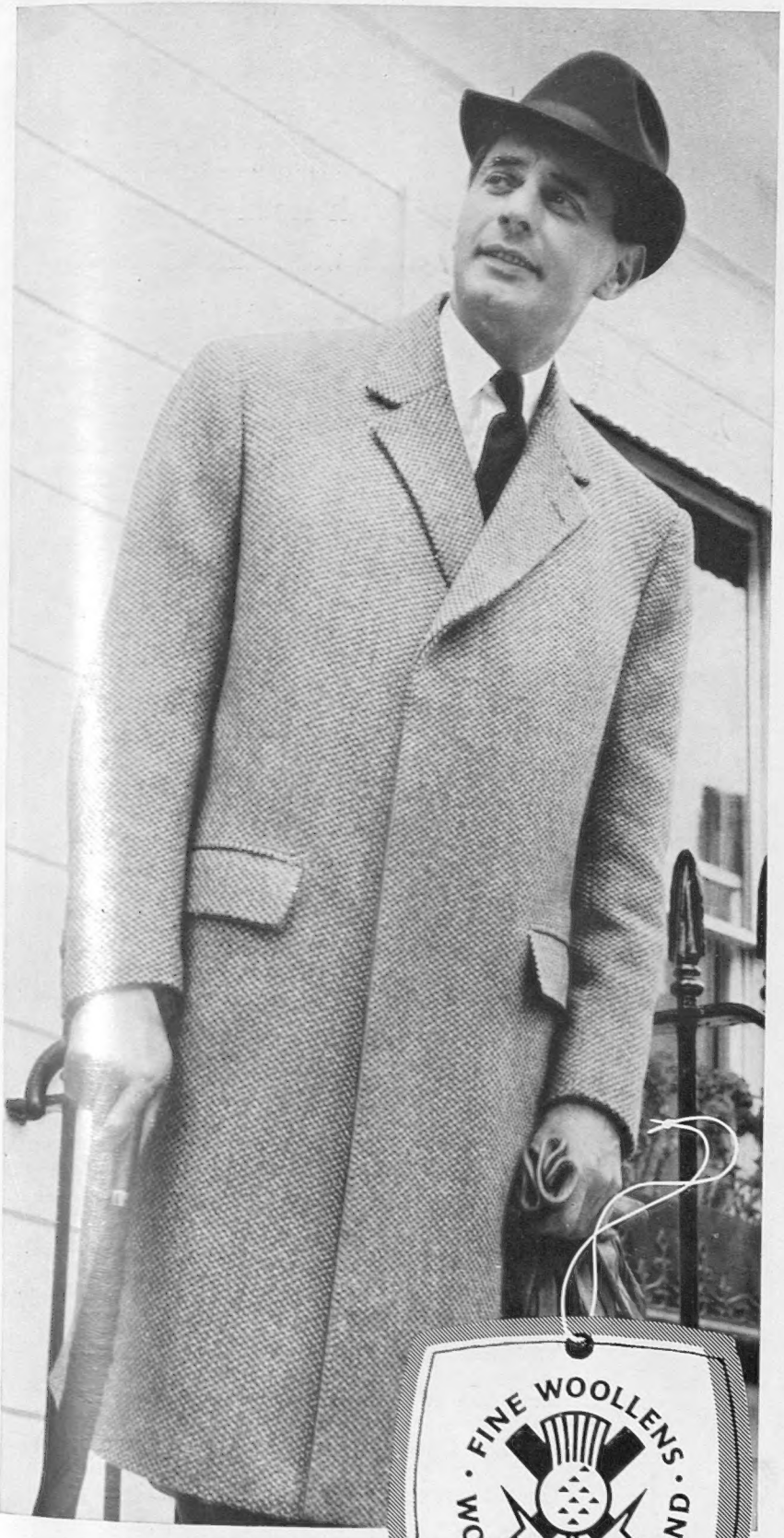

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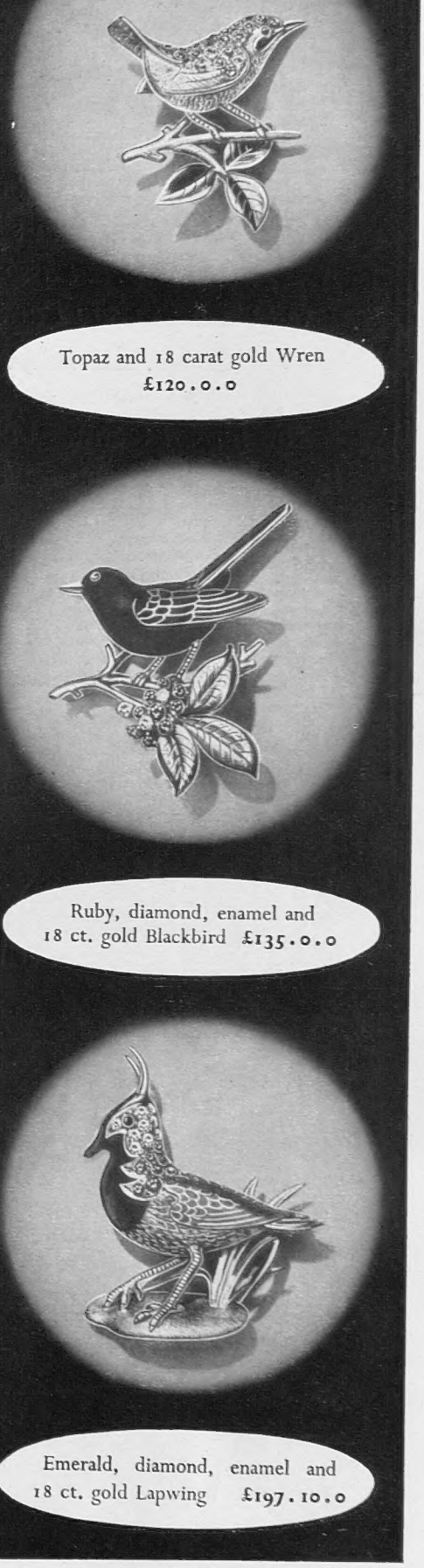

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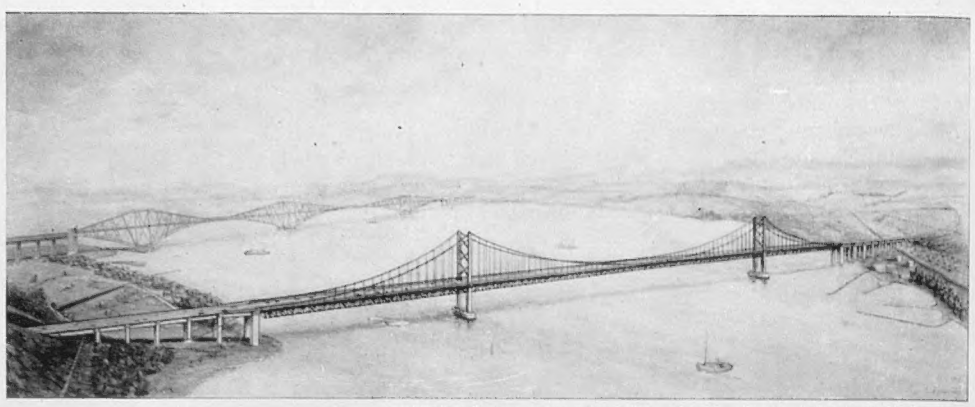

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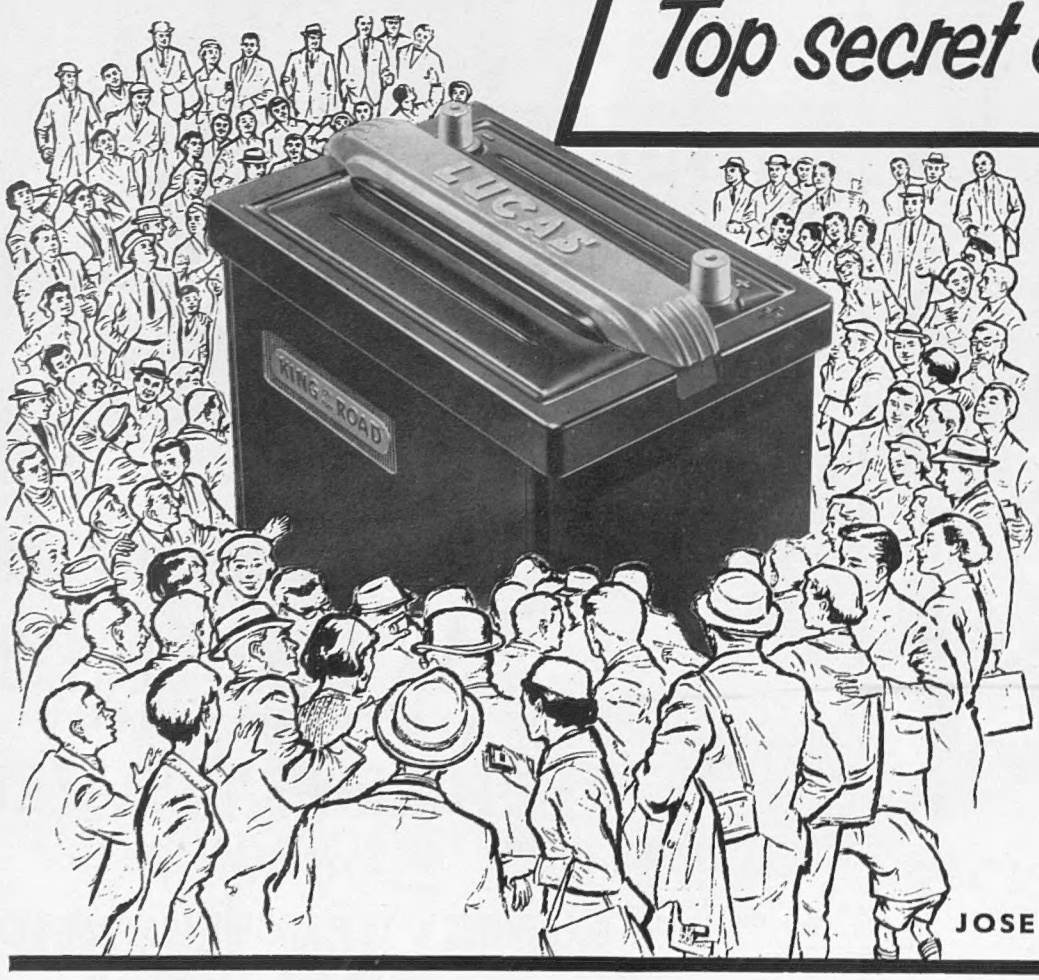

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Volume CCXXXV No. 3056

The SPHERE, London, October 25, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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THE STATE VISIT OF THE FEDERAL GERMAN PRESIDENT—DR. HEUSS DRIVES IN STATE WITH THE QUEEN AFTER HIS ARRIVAL AT VICTORIA STATION: With them in the carriage is Prince Philip. The German President had flown to Gatwick Airport, where he was met by the Duke of Gloucester and then travelled to London by a special train. The State visit this week has been of special historical importance. It is the first occasion the Head of a German State has been officially welcomed in Britain since 1907.

Probably little has changed in the panoply and protocol of a State visit during this century. But if little has altered in the outward spectacle there is an enormous difference between the outlook of the Kaiser, who came to London fifty-one years ago, and of Professor Theodor Heuss, who arrived last Monday. The difference is to be seen in the characters of the two men. William II represented the arrogance and brutality of Prussian militarism. Dr. Heuss, first and so far only President of the German Federal Republic, is a liberal and a humanist. Aged seventy-four and a Württemberger by birth, his earlier career was spent as a professor of Political Science and a journalist. He was a member of the Reichstag after the First World War but retired on Hitler's accession to power. Some of his writings were publicly burnt by the Nazis. A founder of the Free Democratic Party in 1945, he was the obvious choice for the Presidency of the new Federal Republic in 1949, being re-elected to office in 1954. It is characteristic of him that he should have asked to have visits to the British Museum and to Oxford included in his programme while in Britain. (Further pictures on pages 128–129.)

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On left—**A CLIFF COLLAPSE IN KENT: At the Paragon, in Ramsgate, 3,00 of rain-saturated chalk fell 60 ft. into the sea and carried with it p the roadway within a few feet of boarding houses. Street lamps a electric cable were also carried away. The road, which is used as a ma route, was undermined by the cliff collapse and traffic had to be div**

A London Newsletter

195-198, STRAND, W.C.2.

Retirement Pensions.—The Socialists set the ball a-rolling on the difficult problem of adequate financial security for the aged and started the (pre-election) bidding. The Tories have been quick to reply, relying on soundness, security and free choice rather than on out-bidding. In the Tory scheme, measures have been taken to avoid the inflation which the Socialists' vast surplus margin would inevitably bring. In both schemes, the scales of contributory insurance give the insured a *right* to his earned benefits. In the Tory scheme there is no compulsion on him to contract in. If his private scheme is judged sound, he may continue in it and he may take his pension rights with him when he changes his job. On paper, at least, the lower-income earner will pay less than at present and only if he wishes, as his income rises, need he pay more to increase his ultimate benefits. This system of graduation is borrowed from the U.S.A. and the finance of the scheme appears to be not only sound, even cautious, but a great saving in national expenditure. If the Socialist scheme appears to promise more for less individually, the Tory scheme, when examined, should in time be judged by all classes of contributors who realise they are national taxpayers as well as individual employees, as more realistic, more sure, more free and reasonably attractive. But something must be done for the self-employed, a very large class, at present excluded from the scheme by administrative difficulties. It is unreasonable that the State should leave them to prepare for old age by their own initiative, many under schemes whose soundness the State might not approve for contractors-out under its own scheme.

Party Conferences.—The Party autumn conferences are stale news as *events*, but the policies they endorsed live after them and will be very live news before, during and after the next General Election, and, in certain events, some of the "rejected addresses" may be pulled out of their dust-covers. I therefore make no apology for further reflections on Scarborough and Blackpool. At both spas all the chief Ministers and Shadow Ministers had a warm reception (in the best sense). The Premier's was expected. Mr. Butler was applauded for his courage and moderation on the subject of crime and punishment. Mr. Amory won applause for his optimism on price stability and the nation's restored credit and financial soundness as a result of the fruits of unpopular measures, and perhaps his final hint of possible comfort to taxpayers next April added an "f" to the *forte* of his reception. Mr. Lloyd confounded his critics in and outside the party with a fighting speech which did not suggest a doomed man. Mr. van Strabenzee, Wokingham, and Mr. Longbottom, Tory candidate for York, gained the applause on Mr. Lloyd's behalf, by endorsing his policy, and taking as their text the lessons of Suez and urging that when again Britain should contemplate another such stroke for conscience, she should do it the American way and carry it out to the end. Mr. Lloyd in his reply did not spare his left-wing critics or their vague idealism and nostrums so remote from practical politics, and when he ended on a note of optimism, his party rose to their feet to give him an ovation.

Putting the Clock Back.—At Blackpool, Tory speakers in expressing strong views on crime and punishment gave clear proof of the rising anxiety about the serious increase in criminal offences, not least among juveniles. Mr. Butler, in his reply, gave serious attention to the more moderate views expressed, but made it very clear that the Government had no present thought of "putting the clock back" by reintroducing flogging or restoring the death penalty for certain crimes of violence now excepted. Mr. Butler was in agreement with those speakers who listed the prime causes of crime as broken homes, lack of parental control and religious upbringing, and "horror" films of savagery and sex, now being commercially exploited. He assured the meeting that already experts were at work on this terrible social problem. One abolitionist of capital punishment—a lady—raised a loud cheer when she admitted that she advocated a return to the birch for juvenile delinquents. "A flogging in youth," she said, "may save a hanging later." With that view, many lay magistrates, who have seen in their time the effects of over-sentimentalism in dealing with the early stages of juvenile delinquency, would heartily concur. Best of all, that the father should do the job. If he won't or cannot, it is the Law's duty. There is no alternative of comparable efficiency for deflating the *hubris* of the young thug who nowadays leaves the courts with a *panache* among his foolish followers instead of in a mood of reflection induced by treatment as a naughty schoolboy. But Mr. Butler resisted the return of the birch also. All he could promise was a tightening-up of discipline in Borstals and curative prisons, so that recalcitrant offenders should no longer "lounge away their sentences." That undertaking can have no early deterrent effect in juvenile delinquency, which of late years has very seriously put back the clock of law and order and internal security.

Longevity of Cardinals.—I was greatly struck by the age averages of the Sacred College. That of the cardinal bishops is as high as seventy-nine, of the priests well over seventy, and of the deacons seventy-two. Of the priests, who form by far the largest rank, those in the middle seventies and up to the ripe age of ninety-two preponderate, and of forty-nine there are only five still in their fifties. This surely in a unique example of longevity in a calling, for it does not attach to one country but to the four corners of the world of Roman Catholicism. No doubt, in the Roman Catholic Church, the highest posts are reached at a later age than in the military profession or in politics, for example, but I should be surprised if statistics of age average drawn from the living one-time holders all over the world of the highest posts in po or the military profession was as high by ten years. W leads to the conclusion that the religious life and responsibilities of exalted positions in it are not so ag as in those professions given as examples, and that peri the career which gives the most opportunity for contem tion is the least physically wearing. It may be that statistics drawn from our own Church and from the univ ties might support that view. Certainly, it is the cou of the old men which decides a Papal Election

Reaching for the Moon.—I dare say I if I had been a landowner in the early nineteenth cent I should have bitterly resisted the coming of the "De kettle on wheels," especially if it sought to bisect my gorse or favourite covert. I embraced the horse carriage and despite the tragedies which the motor has caused and its complete revolution in social life its uglification of the countryside, I am, on the wh grateful to it. I watched the first landing on British

THE COVER OF THE CHRISTMAS NUMBER OF "THE SPHERE"

IT is not too early to order copies for your friends overseas and we will watch the mails so that copies will arrive by Christmas. THE SPHERE Christmas Number will be published in the U.K. on November 14, and may be ordered now from your newsagent, price 4s., postage 6d. extra, or direct (with remittance) from the Publishers, Ingram House, 195-198, Strand, London, W.C.2, who will send an attractive greeting card giving your name as the donor

Above—HIGH WATER AT PUTNEY: Swans monopolise the towpath as the River Thames overflows at Putney pier. Floodwater also flowed into the gardens of houses. The flooding was caused by the high spring tides coupled with rainwater from the Thames valley.

of an aeroplane and shook my head over the loss of our " ditch " and looking back on the incredibly swift perfection of flying machines, I still think that that invention proved the greatest curse inflicted on humanity until the coming of the Atom-bomb. I was prepared to look favourably on the achievements of the Geophysical Year. This was to reveal Science in its purest, noblest form, the spreading of knowledge of our universe and the worlds and atmospheres around us, which might hope to make human life easier in the end and enable us to guard against many hidden dangers. The moon is in that universe and an obvious initial target in our reaching out into space and knowledge, and I deplore the blind, unreasoning " couldn't care less " attitude to scientific advance and experiment. It is only when I think of the state of our own earth to-day that I confess that " I couldn't care less " for the failure (and no doubt the ultimate success) of efforts to get into the moon's orbit and send back some of its secrets. Countless millions of our people live on the borderline of starvation, as many live under the constant dread of destruction; the nations were never so disunited; violence, crime and murder never more rife, morality never looser, religion never less compelling, self interest more common. Science has done much already to increase productivity in the output of food and goods and to find remedies against old diseases and to stay the advance of new. But with our earth in the state it is, the whole armament of science should be directed towards the improvement of our own sorry scheme of things before we waste another dollar—least of all from motives of face-saving—on finding new worlds to conquer and infect with our vices and follies.

Control of National Trust Properties.—

There are signs in the last annual report of the National Trust of a slowing down in its policy of acquisition. There are clearer indications that it did not foresee the trouble and expense to which it would be put to safeguard its beauty spots from the vandals among the new owners. In the earlier days, the Hindhead Committee, on which I served, got a bitter preview of things to come, in the record of litter, fires, smashed seats and robbed collection-boxes, and a clear picture of the loss of amenity which would come of massed lorries and cars on the summit, with its need of public conveniences and pitches for refreshment vendors. The great houses are expensive to keep in repair but are easier to control with house-guides, but already the costs are proving higher than anticipated, and the policy must now narrow down to accepting for preservation only the very best. As for the parks, open spaces and nature reserves, it is clear that the saboteurs and litter-fiends have, as yet, gained little education from propaganda and none at all from court proceedings, and wardens and watchers must add to the overhead costs of the nation's playgrounds. Indeed, it is clear that the very numbers of those who frequent them has created an unforeseen problem quite apart from litter and spoliation. The Trust's objective in taking over open spaces has always been to conserve their natural beauties and wildness. The problem now posed is at once an economic and an amenity problem. How to conserve natural beauty without suburbanisation, how to keep the overhead down and the public " sweet," if control and restrictions must be imposed?

A Perfect Picture Gallery.—

I had no opportunities to visit Leggatt's Gallery in St. James's Street until the last days of the Exhibition in aid of Cancer Research. Otherwise I should have been induced to make a habit of returning. For this loan exhibition seemed to me as perfect for the days we live in as any I have seen. Showing masterpieces from Gainsborough to Millais (in a single adorable example), it is primarily a Constable exhibition, Constable in many aspects and degrees of merit; occasionally as " revolutionary " as Turner in his time, these pictures are, for the most part, small and one could imagine the glories of a superb London flat adorned only with a dozen of these in a setting of appropriate furniture. Exhibitions of quantities of huge canvases—even if world masterpieces—no longer attract as they did, for they are all in a sense museum pieces to-day and none of us can indulge the pleasant fantasy of seeing even one of them on our own wall. But in an exhibition of perhaps forty masterpieces, most of them small and admirably arranged, hung and docketed, we have the double delight of appreciating each and indulging the delightful fantasy of imagining half a dozen of them in our own small sitting-rooms. In such an exhibition, neither indigestion nor tired feet are to be feared, and a visit is pure profit and delight.

Hard Words and Violent Deeds:—

Mr. Grimond, I fancy, caught an unsuspected tartar in Lord Attlee as a result of his generalisations on patronage as exercised among the two big political parties. I have already suggested that recent Governments may feel " touchy " on such a subject, but perhaps Mr. Grimond, if he looked for counter-attack, expected it from the enemies' right flank. I often wonder whether in international politics and relations, as in home party-politics, the various slogans which suggest that attack is the best form of defence are really sound sense. For years I have been conscious of a sense of acute boredom in party broadcasts whenever that useful quarter-hour of propaganda is devoted more to condemning the other party than to putting across the policy of the speaker's party, and in recent times I rather felt the speakers were beginning to realise it. On the very few occasions when " the other side " has *not* felt it the duty of an Opposition to condemn everything violently, I have dimly seen something finer than party tactics in our two-party system. Accordingly, I was distressed (and bored) by the mixture of boast, jeers and bashing with which Lord Hailsham opened the autumn and winter campaign of party broadcasts, in complete negation of his sound opening argument. As for the international scene, it cannot be said that years of constant vituperation between East and West have made things easier for either side to come closer together, and in Cyprus and the Arab world the same methods of uncompromising violence, hatred and rejection of the other side's viewpoint continue to bedevil a return to civilisation. The most foolish, if most trite, nursery maxim that " hard words break no bones " never cut less ice than to-day, and though Christianity makes no general appeal to half the world's disputants (and not even to Archbishop Makarios), there is much political as well as moral sense in its teachings on that theme. A soft answer does not always suggest political appeasement or fear, as many nowadays seem to think. The total neglect of " good manners " as a useful counter in all spheres of human conflict and activities to-day strikes me as very short-sighted. There can be few, if any, more effective and constructive bargain-winners in a world given over to hate and violence. The present cult of the horror-film—so deplorable to many who are concerned with juvenile crime and ill-manners—reveals how far we have moved from what was once regarded as civilised behaviour; and the film industry, in its search to restore its diminished " box-office," might do well to look further ahead and march in the van of an inevitable reaction rather than to seek to cash in on a deplorably prolonged fashion, which globally is tearing the world further and further apart, and in individual nations bedevilling the rule of law and the prospects of security and constructive progress for the rising generations.

THE OLD STAGER

THE LORD MAYOR'S BANKERS' DINNER: At the Mansion House, in London, Mr. Heathcoat Amory, the Chancellor of the Exchequer, addresses the directors of the Bank of England and bankers and merchants of the City of London. He said the favourable economic conditions which had contributed to the trading surplus could not be expected to last.

THE ARRIVAL OF THE PRESIDENT OF THE FEDERAL GERMAN REPUBLIC: He is being greeted by the Queen at Victoria Station. On the left of Her Majesty is Prince Philip. Behind him are Princess Margaret; the Duchess of Kent; the Duchess of Gloucester; the Princess Royal and Princess Alexandra. In the line beyond them are, from the left : General Morgan, Vice-Lieutenant of the County of London ; Mr. Macmillan ; Mr. Selwyn Lloyd ; Mr. David Renton, Joint Under-Secretary, Home Office ; Sir Christopher Steel, British Ambassador in Bonn ; Sir Denis Truscott, Lord Mayor of London, and the two City Sheriffs ; Admiral John, Vice-Chief of the Naval Staff ; General Festing, C.I.G.S. ; Marshal of the R.A.F. Boyle, Chief of Air Staff ; Major-General Moore, G.O.C. London District ; Mr. J. Simpson, Metropolitan Police Commissioner ; Mr. A. E. Samuels, Chairman of the L.C.C., and Councillor Cobbold, Mayor of Westminster.

DR. HEUSS IN LONDON

The State Visit of The President of the Federal German Republic

INTO THE CITY OF LONDON : Dr. Heuss, with the Duke of Beaufort beside him, drives along Fleet Street on his way to Guildhall. A Sovereign's escort of cavalry accompanies him. Presenting arms as His Excellency passes are the Royal Marines and the Royal Air Force. On the previous evening the Federal German President had been the guest of honour at a banquet given by the Queen in Buckingham Palace. In their speeches both stressed the need for real and lasting friendship between Great Britain and Germany.

AT THE COURT OF COMMON COUNCIL : The Lord Mayor turns towards Dr. Heuss after presenting him with the silver casket containing an address from the Corporation of London. Returning from the luncheon at Guildhall, the German President paid a visit to St. Paul's Cathedral. After this he went to the British Museum. In the evening he entertained the Queen and the Duke of Edinburgh at the German Embassy. On Wednesday Dr. Heuss went to Oxford. He had especially asked for an opportunity to visit the University.

THE GUILDHALL LUNCHEON : President Heuss sits next to the Lord Mayor, Sir Denis Truscott. On the Lord Mayor's left is the Duke of Gloucester. On the President's right are the Duchess of Gloucester and Mr. W. S. Morrison, the Speaker of the House of Commons. On his ceremonial drive from Buckingham Palace to Guildhall the Head of State of West Germany had passed through Trafalgar Square. As it was Trafalgar Day, the famous signal "England Expects" was flying from the plinth of Nelson's Column.

THE ACT OF CONSECRATION INSIDE THE NEW ST. CLEMENT DANES: The view from the west gallery shows the Queen and the Duke of Edinburgh in their places at the head of the congregation as the Bishop of London stands at the altar for the Consecration prayers. St. Clement Danes has been restored as the central church of the Royal Air Force.

THE ROYAL ARRIVAL: The Queen is welcomed by the Archbishop of Canterbury as she precedes the Duke of Edinburgh into the restored church for the service.

AFTER THE SERVICE: The Queen Mother is accompanied by Mr. George Ward, Secretary of State for Air. In the rear is Marshal of the R.A.F. Sir Dermot Boyle.

LONDON'S R.A.F. CHURCH

In the Presence of the Queen St. Clement Danes is Re-Consecrated to Serve an Entirely New Role

In addition to members of the Royal Family, the congregation at the re-Consecration service at St. Clement Danes included Ambassadors, High Commissioners and high-ranking officers of the R.A.F. The Bishop of London performed the actual act of Consecration and the Archbishop of Canterbury gave the Address and pronounced the Blessing at the end of the impressive service. The re-cast "Oranges and Lemons" bells pealed out their familiar tune and as the Bishop finished the prayers of Consecration the ancient Sanctus bell was rung again. "How good it is," said Dr. Fisher in his address, "and how fitting that the Royal Air Force should have St. Clement Danes to be the centre of its constant Eucharist, its thanksgiving, its security in Christ, its unity in itself. . . . This church is always at your service, a witness and an effective sign of that simple faith which each member of the Royal Air Force must master for himself and seek ever to live by." Gifts for the rebuilding have come from several countries, one of the most prominent being the organ from the American Air Force.

THE SERVICE IN PROGRESS: Standing at the lectern, the Duke of Edinburgh reads the lesson from St. Luke's Gospel.

AT THE WEST DOOR: The Bishop of London, Dr. H. C. Montgomery Campbell, gives the three traditional knocks with his pastoral staff on the closed west door. Inside the church as the Bishop's procession made its way to the East End, the Choir sang Psalm 122.

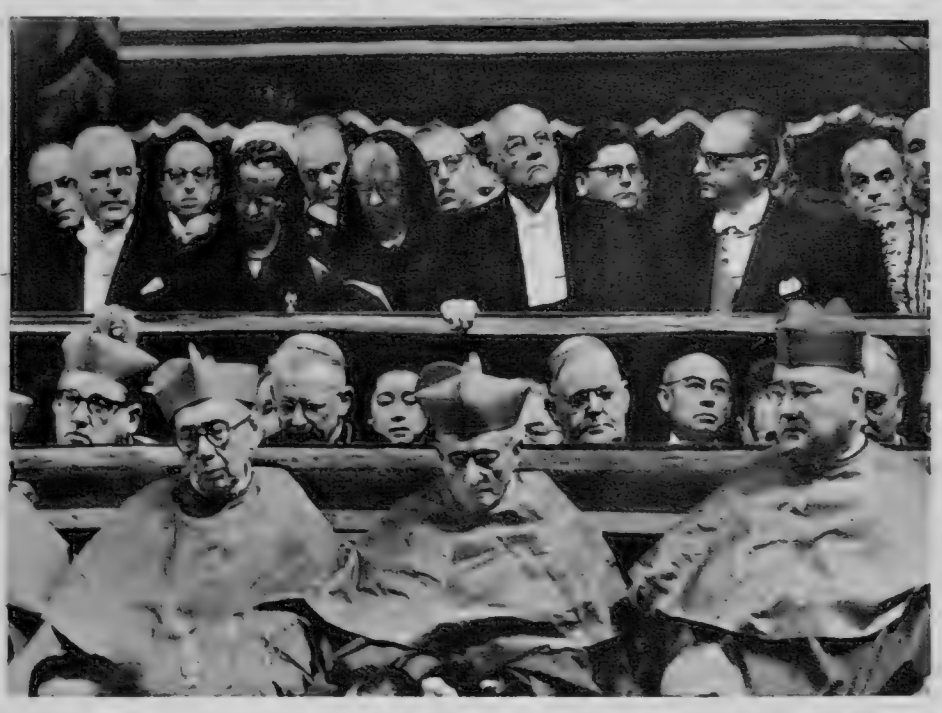
THE NEWS IN PICTURES

THE QUEEN AT THE LEEDS CENTENARY MUSIC FESTIVAL: Her Majesty smiles as she is presented with a bouquet of white flowers by Patricia Lyons, daughter of Mr. I. J. Lyons, the Festival Chairman. The Queen and the Duke of Edinburgh had arrived at the Grand Theatre, in Leeds, for the gala performance of Handel's oratorio "Samson."

ROYAL VISIT TO CARLISLE: Civic dignitaries of the city are presented to the Queen. On the left is the Mayor of Carlisle, Councillor Irving Burrow. It was the first engagement in England carried out by the Queen and the Duke of Edinburgh since their holiday at Balmoral. Her Majesty was to have visited the city on July 8, but she was prevented from doing so on that occasion by a sinus infection.

On right—

THE FINAL REQUIEM FOR PIUS XII: In St. Peter's, in Rome, cardinals and official Government representatives attend the requiem. In the third row are, from left, Mr. John McCone, Chairman of the U.S. Atomic Energy Commission, Mrs. Luce, a former American Ambassador to Italy; Mrs. Dulles, Mr. Dulles and Herr von Brentano, the West German Foreign Minister. Mr. Dulles, on his way by air from Rome to Formosa, by the route over the Pole, landed in England for a short talk with Mr. Selwyn Lloyd.



LANDING IN BRITAIN: Mr. Dulles, followed by Mr. Selwyn Lloyd, leaves his aircraft on landing at Brize Norton airfield, in Oxfordshire. They dined together in the officers' club at the U.S. Air Force base.

A RUSSIAN VICTORY IN THE WORLD MODERN PENTATHLON CHAMPIONSHIP: General G. Dyrssen, President of L'Union Internationale Moderne, presents medals to members of the Russian athletic team who won the championship with a total of 14,146 points. On the left is the Hungarian team who came second with 13,022 points, and on the right the Finnish team, who were third with 12,452 points. In the final event in the series, a cross-country, the fine running of the British team gained them first place and as a result Britain came seventh in the final placings.

A BOMBED CHURCH REDEDICATED: Knights of the Order of St. John walk in procession to the Grand Priory Church of St. John of Jerusalem, Clerkenwell, where the Duke of Gloucester unveiled a memorial tablet in the cloisters during a rededication service conducted by Dr. Fisher, Archbishop of Canterbury. The tablet commemorates members of the Order and its foundation, including the St. John Ambulance Association and Brigade, who lost their lives in the two world wars. The church, which suffered heavily when bombed in 1941, has been restored at a cost of £80,000.

THE NEWS IN PICTURES

SPECIAL PRECAUTIONS AT AN IDENTITY PARADE: A member of the crew sits on top of an armoured car facing inhabitants of Kythrea, in Cyprus, rounded up behind barbed-wire. Inside the vehicle at a turret window was a masked informer. He had been placed in this protective position to help identify Eoka suspects.

ANTI-TERRORIST OPERATIONS IN CYPRUS: General Darling (in centre left), the new Director of Operations in Cyprus, is seen near the village of Kythrea. On left is Brigadier FitzGeorge-Balfour, Commanding the 1st Guards Brigade. The senior officers had arrived to see a special operation being carried out in the area in which several ambushes and other incidents had occurred. Quantities of concealed arms were found by the British troops. In the first half of this month twenty-two people were killed and 300 injured in the terror instigated by Eoka after the implementation of the British plan began. Nine of the killed were Britons. Violence continued in parts of Cyprus last week-end.

On right—

A KEY FIGURE IN THE B.O.A.C. DISPUTE: Mr. Jim Matthews leaves Terminal House, in London. As Secretary of the trade union side of the National Joint Council for Civil Air Transport he made several appeals to the 4,000 British Overseas Airways engineering maintenance workers at London Airport to return to work after they had come out on strike last week, and thus held up many of the Corporation's airline services.

A VOTE TO CONTINUE THE STRIKE: Against the background of an aircraft and buildings at London Airport, hands are raised by the engineering workers in favour of carrying on with the stoppage. The Court of Inquiry appointed to investigate the causes of the dispute was due to start sitting last Wednesday.

SEA RESCUE IN THE SHETLANDS: The lifeboat from Lerwick makes its way through dangerous seas to the Holm of Skaw, off the island of Unst, in the Shetlands. A Soviet trawler had been wrecked there in the gale and was rapidly sinking. Three of the crew—the skipper and two seamen—were taken off by the lifeboat, but the remaining twenty-two of the fishing-vessel's company were lost. The lifeboat picked up two of the bodies. *On left*—A launch from the *Tomsk*, depot ship of the Russian trawler fleet operating off the Orkneys, comes inshore at Unst in a search for possible survivors. Later the three men who had been rescued by the Lerwick lifeboat and the bodies of their two dead comrades were returned to the *Tomsk*. The Russians appear to have insisted upon speedy repatriation, even sending out radio signals requesting this while the rescue was in progress. The lifeboatmen, however, considered it too risky to try and put the men aboard another ship at sea. Next day Moscow Radio broadcast praise for the "brilliant skill, vast courage and selfless heroism" of the men of the Lerwick lifeboat.

A TEN-LENGTH WIN IN THE CESAREWITCH: *Left*—Mr. J. Bullock's Morecambe, ridden by J. Sime, comes home unchallenged, ten lengths ahead of the rest of the Cesarewitch field at Newmarket. The horse's nearest rival, Predominate, is coming up in the left foreground. *Right*—Morecambe, the favourite, is led into the winner's enclosure after his brilliant race. Following the horse is Mr. S. Hall, the trainer (wearing a trilby). In winning the race, Morecambe, carrying 9 st. 1 lb., **put up the best weight-carrying performance in the Cesarewitch for nearly fifty years.** It was the horse's second attempt to win the race. Morecambe's trainer bought him for Mr. Bullock for 1,500 gns. as a yearling, when put up for auction with Mr. Marcus Wickham-Boynton's Burton Agnes lot at the Doncaster Sales. The gelding had not been bred by Mr. Wickham-Boynton; his breeder was the late Mr. Plummer, and he was first sold as a foal. His owner is a retired transport contractor living at Wakefield.

AN EGYPTIAN VISITOR IN CZECHOSLOVAKIA: In Prague, the President of the Czechoslovakian Republic, Antonin Novotny (right), greets Marshal Abdel Hakim Amer, Vice-President of the United Arab Republic, and Minister of Defence. Marshal Amer had arrived in Prague for a stay lasting several days, during which he arranged to meet leaders of the country and visit some of the regions. Mr. Novotny has been President of Czechoslovakia since December of last year.

Left—
GENERAL SALAN GIVES EVIDENCE IN PARIS: He is seen on arrival at the Paris Military Court which was trying five of the six men accused of complicity in a plot to kill him in Algiers in January 1957. One of his staff officers was killed and another seriously injured when a "bazooka" was fired at his offices. The court sentenced one of the men to ten years' hard labour, two to six and the others to five years. The sixth man, who was alleged to have been the ringleader, failed to appear in the court and is believed to be abroad. His absence was a dominant factor in the trial for, among other things, it enabled the defence to attribute most of the blame to him.

A BRONZE OF SIR THOMAS BEECHAM: The distinguished conductor makes a gesture towards the head-and-hands bronze of himself which was unveiled at the Royal Festival Hall on the day that he gave his first performance before a British audience for eighteen months. The sculptor, Mr. David Wynne, has captured the expressive hands of Sir Thomas with the baton poised beside the head. The bronze had been bought by the Royal Philharmonic Society, with which Sir Thomas has been associated for fifty years. He said it caught him in "a mood of intense rumination."

DISCUSSING THE PLANS FOR THIS YEAR'S ROYAL CONCERT AT THE FESTIVAL HALL: It is to be given on November 25 by the Hallé Orchestra conducted by Sir John Barbirolli, with Cyril Smith and his wife Phyllis Sellick as soloists. Standing, from the left, are: Phyllis Sellick, Sir John Barbirolli, Lady Ravensdale (hon. treasurer of the concert) and Cyril Smith. Standing in front are Mr. and Mrs. Smith's two children, Claire Sellick Smith, who will present a bouquet to the Queen (who will be accompanied by the Duke of Edinburgh), and Graham, who will sell programmes at the concert.

THE NEWS IN PICTURES

STUDENTS EVACUATED FROM QUEMOY: Nearly a thousand students wait to be taken on board a landing-craft at Quemoy. They were transported to Taipeh, on Formosa, to complete their schooling. Some forty-five teachers were also evacuated, despite the Pekin decision to extend the truce.

LEAVING THE OFFSHORE ISLANDS: A Chinese child, surrounded by family belongings, sits on the beach at Quemoy, waiting to be evacuated to Formosa. Because of the heavy Communist bombardment of the islands, no schools opened this autumn, and despite the cease-fire the Nationalist authorities decided to evacuate many children and students to Formosa. The American Defence Secretary, Mr. McElroy, visited Formosa to discuss the most useful disposition of Nationalist forces in relation to the changing balance of man-power and fire-power. In Washington, both Mr. Dulles and Mr. Eisenhower said that the United States was not going to "coerce or try to coerce an ally."

PREPARING TO LEAVE JORDAN: British troops stationed near Amman airport sort out packing-cases ready for loading. Air Marshal Sir Hubert Patch, C.-in-C., Middle East Air Force, visited Amman and had an audience with King Hussein. At the same time the first British Army lorry convoy left the capital for Aqaba, marking the start of preliminary moves in the withdrawal of British troops. This was due to start on October 20. Military circles believed that most of the 3,000 men would be flown out. The British withdrawal coincides with U.S. preparations to embark the troops left in Lebanon.

ON THE WAY OUT OF LEBANON: On the quayside in Beirut, American tanks are loaded aboard a transport vessel. All the remaining U.S. troops in the country were due to leave by the end of October. The new Government in Beirut consists of Mr. Rashid Karami, the Prime Minister; Mr. Pierre Gemayel, a Maronite Roman Catholic and leader of the Falangists; Hussein Oweini, a Sunni Muslim; and Mr. Raymond Edde, a Maronite Roman Catholic.

TUNISIA BREAKS OFF DIPLOMATIC RELATIONS WITH THE U.A.R.: The Tunisian delegate to the Arab League, El Habib el Shatty (centre), reads out a statement saying the League was working in favour of one faction only and was receiving orders from one member. On the extreme left is the Iraqi Ambassador to Cairo. Subsequently, Tunisia broke off relations with the U.A.R. *On left*—In the Arab League meeting in Cairo are the empty seats of the United Arab Republic and Tunisia. The delegates left after Tunisia charged U.A.R. intervention in league members' internal affairs. Tunisia applied for membership of the Arab League recently; the application was accepted on October 1. Later, in the Tunisian National Assembly, President Bourguiba said he was pro-western and would remain so. He attacked Nasser's policy of "positive neutralism."

World Affairs

Dictatorship in Pakistan

By JOHN CONNELL

THERE lies on a table in my library the half-yearly list of the Indian Political Service dated July 2, 1942. The forty-second name on that list is that of Major Iskander Mirza, O.B.E., who then held, and had held since November 2, 1940, the post of Deputy Commissioner in Peshawar, the capital of the North-West Frontier Province. Its administration was, until the end of the British Raj eleven years ago, the concern of the Indian Political Service, that remarkable *élite* within an *élite*, whose history it will in due course be my privilege to write. Major-General Iskander Mirza, President of Pakistan, was the first cadet from the subcontinent of India to be gazetted into the Army from the Royal Military College at Sandhurst. After some five years' regimental service, first with the Cameronians, then with the 17th Poona Horse, he entered the I.P.S. in 1926, when he was twenty-seven years old.

After the *coup d'état* in Pakistan the other day, a clever and rather supercilious correspondent of a London newspaper had some facile fun mocking the hearty, soldierly slang used by General Mirza in conversation. It would be extremely imprudent to underrate the intelligence, political experience and capacity of Pakistan's last Governor-General and first President. The first young Indian to go to Sandhurst immediately after World War I was not lightly or unwisely selected; if from the Army he went into the Indian Political Service, he followed the road taken by some of the best of those who, generation after generation, served India and Britain in a remarkable companionage of able men.

The emergence of the first military dictatorship within the British Commonwealth has shocked and surprised a good many people here in Britain. That Pakistan from the outset has been extraordinarily ill-fitted to the imposition of full-scale parliamentary democracy is a fact which has been consistently ignored. The analogies suggested for President Mirza's and General Ayub Khan's bloodless revolution have been far from flattering. The truth of the matter is that General Iskander Mirza is far more like General de

Gaulle than he is like Brigadier Kassem or Colonel Nasser. His aim is national stability, not revolution.

Political parties have been abolished, politicians have been summarily removed from power. There have been a good many arrests and charges of corruption. The whole process has been watched in Britain with puzzled and—on the Left particularly—not very friendly attention. Pakistan has never been popular with the Left in Britain in all the eleven years of its existence. It is not an easy country to understand or explain. Its people can seldom be judged by the conventional standards of Westminster and Whitehall. They are working out their destiny in their own way; their outlook and their methods differ profoundly from those of Hindu India—indeed, the successor State of Pakistan was established to enshrine and perpetuate those differences which are not merely political but social, cultural and spiritual. The Pakistani has a keen sense of nationhood, but it is Islamic nationhood. Pakistan is the largest independent Muslim nation in the world; the horned moon, the crescent emblazoned on its flag, is not merely a conventional decoration; it is an expression of a social and spiritual purpose of great momentum.

Many Western commentators tend to regard Pakistan as the creation of Mr. M. A. Jinnah's stubborn political tenacity, and profess to wonder how it survives after the tragedy of his death just a year after the achievement of statehood, after the murder of Mr. Liaquat Ali Khan, and the other convulsions, political and economic, which have afflicted it for the past decade. The end of the Indian Empire and the partition of the subcontinent left Hindu India at least a geographical unity. This was a convenience denied to Pakistan; East and West Pakistan are separated by hundreds of miles, and administration—with an unfriendly and unhelpful India dividing the two parts of the country from one another—has been a nightmare.

From the outset Pakistan has lacked the traditions of political and administrative experience which have been of enormous assistance to her neighbour. With rare, outstanding exceptions, the political leaders of Pakistan had to be recruited from commerce and trade, in which the Muslim upper classes of the cities, in the days of the Raj, were principally occupied. Muslim landowners and squires in the countryside had sustained, over generations, a genial, vigorous contempt for politics and politicians. Able men have emerged, in surprising numbers, but Pakistan is no exception to the rule that Islamic countries do not take easily or naturally to the temper and modes of parliamentary democracy, however convenient they may at times find it to adopt its outward forms.

THE RULERS OF PAKISTAN: General Ayub Khan, C.-in-C. of the Pakistan Army, appointed chief martial law administrator, presides over the first meeting of the President's Advisory Council in Karachi. *On left*—Major-General Iskander Mirza, President of Pakistan, who declared martial law throughout the country.

Pakistan's development has been bedevilled by economic difficulties and, for years at a time, by the bleak, bitter issue of Kashmir. Her leaders have felt, in the councils of the Commonwealth as well as in the United Nations, a certain persistent loneliness over this issue, and a lack of understanding. They feel that India has had her own way to a great extent not of right, but because other countries have appeased her. They remain mistrustful of India's intentions, and aggrieved because they are unable to explain this mistrust in terms which fellow-members of the Commonwealth and of the United Nations comprehend.

Pakistan has had her economic problems for years, and they have been accurately defined recently as "staggering." They differ from India's, in that India is seeking to accomplish a major social revolution and Pakistan is concerned chiefly to raise the grievously low standard of living of its population. Pakistan has its full share of Islamic conservatism; and it has not experienced the growth of a frustrated and embittered middle class—lawyers, doctors, engineers, officials—fusing socio-political aspirations with a crude, anti-Western nationalism, which made the Egyptian and Syrian, and more recently the Iraqi, revolutions.

The Pakistanis have no great sympathy with Arab nationalism, and are critical to the point of ribaldry about all the current cant of "coming to terms with Arab nationalism." Pan-Arabism they regard with contempt and suspicion. They are conscious of their country's special status in the community of Islam; they are conscious, too, as the Arabs and Egyptians are not, of the real magnitude of the Soviet menace. That is why Pakistan, after the Iraqi revolution, strove strenuously to save something out of the wreckage of the Bagdad Pact. That is why Pakistan looks with undiminished respect and sympathy at Turkey and regards Turkey as her friend.

It was President Mirza's personal leadership, and his deployment of that political *expertise* which is one of his most marked characteristics, which helped to hold the remaining Bagdad Pact powers together this summer.

He is said to be "pro-Western." This has to be seen within the framework of his Pakistani patriotism. Pakistan's ties with Britain, for example, which were very strong in the early years after 1947, have now weakened considerably. The President, who as Governor of East Pakistan in 1954 was the province's one-man ruler when the Provincial Government was suspended, is a lifetime of experience away from the young soldier, or the Deputy Commissioner, of the '40's.

The immediate effects of his and his Commander-in-Chief's *coup* were wholesome and reassuring. Their action, they said, was intended to prevent a political crisis degenerating into civil war. Bloodshed had already begun in East Pakistan, where the Deputy Speaker, Shahed Ali, was killed in a riot in the Assembly.

The real dimensions of political unrest in an Eastern country are never easy to gauge. What is bazaar talk? What is agitator's froth? How much is the C.I.D. informant's lively imagination and natural desire to give value for money? It is true that Muslim League leaders were accusing the Government, which the President unseated, of attempting to bring about bloodshed and the breakdown of law and order, so as to have an excuse for postponing the elections which were due in February next. The Muslim League also issued orders for a mass demonstration in Karachi on Friday, October 10, in direct defiance of a Government ordinance forbidding gatherings of more than five people.

It was at this point that the President moved. Although he has none of Nasser's demagogic flashiness, he is not a Neguib or a Kassem either. He and General Ayub Khan have not attempted to create a popular image of the régime or of themselves as its leaders. Their first successes—though neither of them claims to be an economic expert—were in the economic and financial field. The Pakistani rupee hardened sharply, and prices—particularly of meat and of clothing—went down. This is so unlikely a result for an Oriental revolution that it deserves to be remembered. It is always tempting, but seldom prudent, to indulge in bold speculation and prophecy after the collapse of an old régime and the establishment of a new. But Pakistan's affairs have been in so extreme a state of flux for so long that any attempt at a forecast now would be more than ordinarily risky.

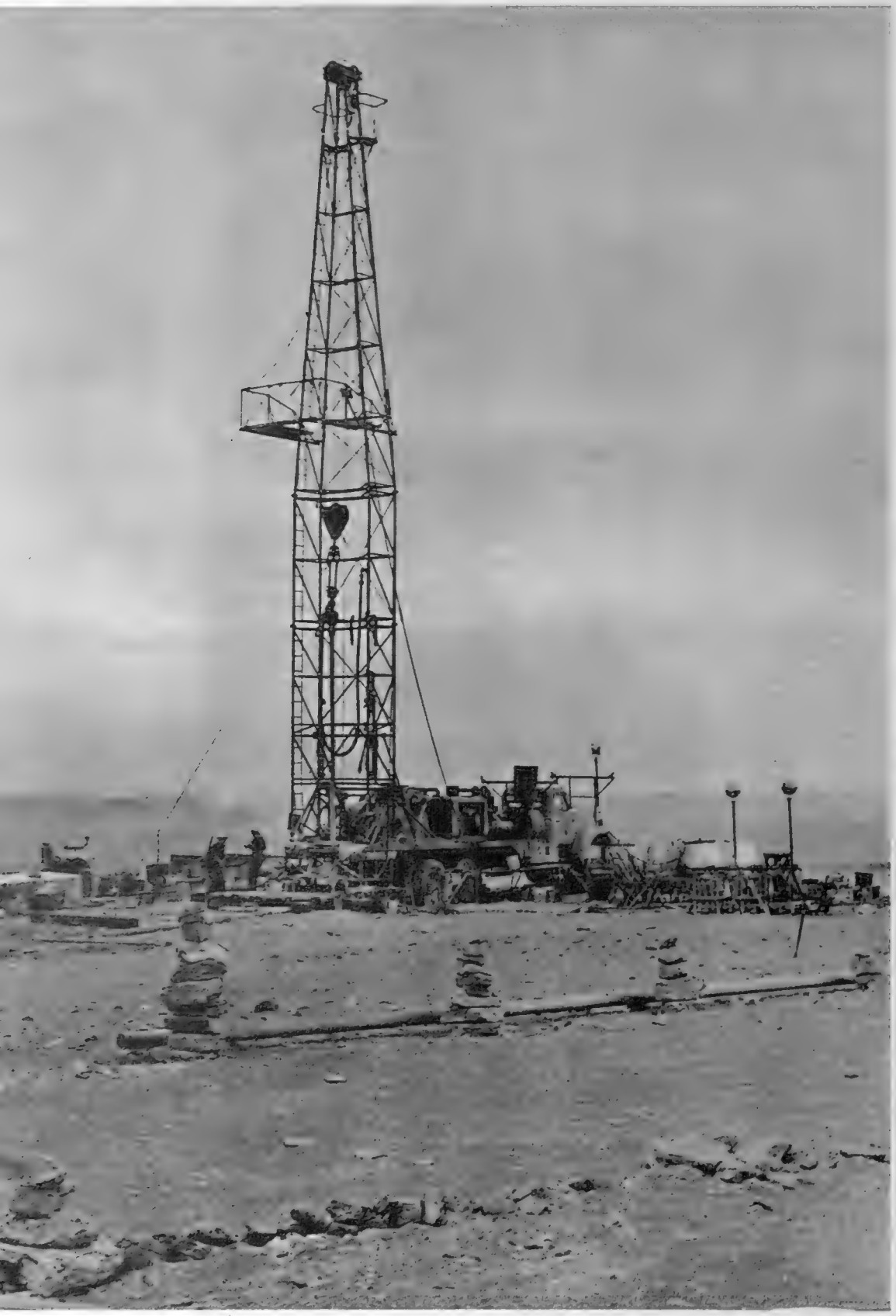
Pakistan's continuing membership of the Commonwealth is hardly in doubt. To Pakistan, as to India, this has little or no emotional significance nowadays; Pakistan's leaders, civilian and military, like to see old friends from other days, because they are amiable, hospitable folk—distinguished retired soldiers and officials have a splendid welcome when they go back—but Britain and the British connection are becoming increasingly remote from day-to-day reality in contemporary Pakistan. So long as Commonwealth membership is at all convenient, Pakistan will probably retain it. An association so extraordinary that it embraces Pakistan and India, the Union of South Africa and Ghana, is hardly likely to eject one of its members because it abandons the forms, as well as the realities, of parliamentary democracy.

A ROAD ACROSS THE SAHARA : No more than a rutted track across the sand dunes is this road to the oil camp. The route is worn down by the tyres of many heavily-laden lorries bringing needed supplies and equipment. The camp of the C.F.P.A. (Compagnie Française des Pétroles en Algérie) is at Hassi Messaoud, some 500 miles south of Algiers, north-west of Edjélé, close to the Libyan border. The area was prospected first in 1951. Oil was discovered in 1956 and a first shipment of oil to Philippeville arrived early this year.

Despite the threatened danger from the activities of rebels in Algeria, work has proceeded at a great pace in the Sahara to attempt to exploit the great natural resources of the area. The Sahara Desert covers an area of something like 3,000,000 square miles of Central Africa and most of the western half belongs to France. In this vast sandy expanse of barren dunes, rich deposits of oil, coal and minerals have been discovered. Oil deposits, in general, are far from the sea, and the threat by the tribesmen of Algeria to wreck pipe-lines and sabotage convoys of lorries has never been far away. Negotiations, too, with Morocco and Tunisia must be successfully concluded before plans can be completed for transportation of the oil to France. With the success of General de Gaulle's referendum and his pledges to Algeria, there were signs of lessening tension in the hinterlands. Even before this, early this year, the first convoy of oil arrived at Philippeville. At Hassi Messaoud are reserves of 1,500,000,000 tons of oil. By the end of 1960, when it is hoped the pipe-line is completed, an estimated amount of 14,000,000 tons of oil will be pumped annually to the coast.

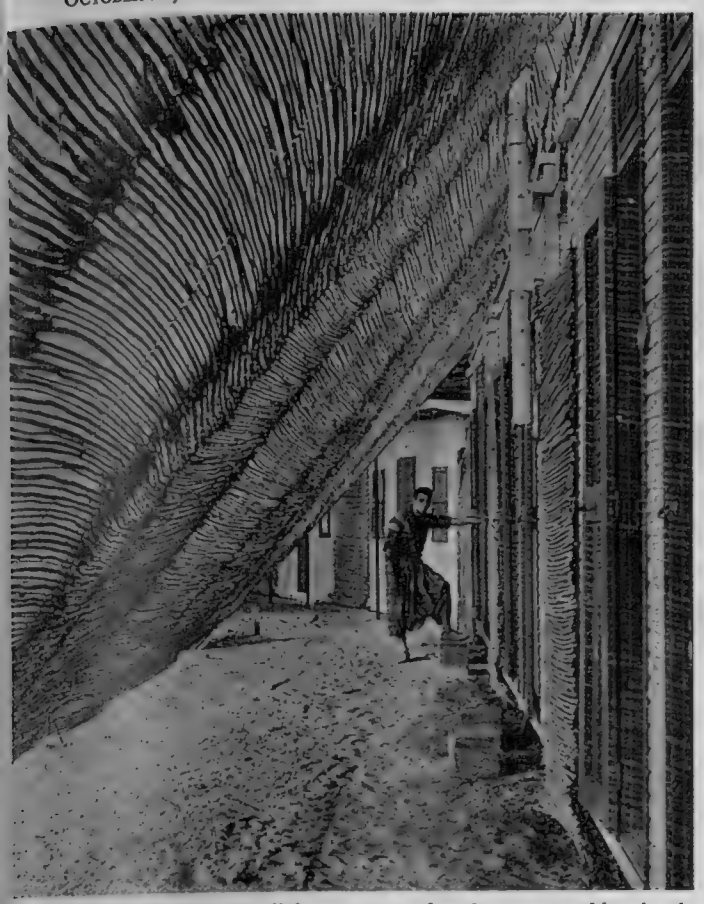
OIL IN THE SAHARA

French Engineers at Work to Exploit the Vast Natural Resources of the Area



A LONELY SIGN OF CIVILISATION : Amid the vast stretches of arid desert stands a light drill. This site is near Edjélé, where oil was discovered in 1955. An agreement between France and Tunisia removed the last obstacle to the construction of a pipe-line from Edjélé to Gabès, on the Tunisian coast.

MIXING THE MUD : At the camp at Hassi Messaoud, Arab workmen use spades to mix the sand and water in a trench. Mud is necessary for the drilling operations carried out in the search for oil.



A PATTERN OF SHADE : The living quarters for the men working in the camp are protected against the glare of the sun by awnings of horizontal sticks. Most of the supplies to the camp are flown in.

FROM THE AIR : Dotted about the sand at Hassi Messaoud are the huts and buildings of the camp. At this spot is the largest oil-field in the Sahara so far discovered. It covers an area of about 20 miles by 30.

PORTABLE HOMES : These prefabricated homes were transported to the camp at Hassi Messaoud. Each building is fitted with air conditioning, electricity and running water.

On left—

AFTER WORK : A drilling team relaxes in the mud hut which they have built to serve as a dining-room and bar. Radio operators keep in touch with the outside world. Messages transmitted to Algiers contain information on the progress of the work and supplies required.

AT THE ENTRANCE TO THE CAMP : A company engineer (left) in his dark suit, who is just about to go on leave, chats with a technician. Behind them stretch the flat wastes of the Sahara. All employees have one week's paid leave every month.

OIL IN THE DESERT : As no pipe-line exists to carry it back to the coast, some oil for technical reasons has to be considered as "waste" and pumped back into the desert. It is hoped to complete a large pipe-line to Bougie, on the Algerian coast, by 1960.

CUTTING THROUGH DESERT LAND: In this aerial view can be seen the black, ribbon-like route of the new Amman-Dead Sea Highway. It runs from the capital of Jordan to a junction with the present Amman-Jerusalem Highway at a point four miles to the west of Jericho, a distance of about 35 miles.

ON THE WAY OUT OF AMMAN: The highway curves away from the suburbs of the Ras el Ein section of the capital. Although the new route is only 10½ miles shorter than the old highway, travelling time is reduced to a little more than an hour by car, almost half the time taken over the old road. A speed of about 50 m.p.h. can be maintained.

FROM AMMAN TO THE DEAD SEA

A New Highway is Built in Jordan

BLASTING OUT THE ROUTE: The explosion (top) removes an outcropping which would endanger the new highway. The lower explosion loosens the solid rock to provide a cutting for the road.

MANY LABOURERS: At work on the new highway are some of the 7,500 men employed at the peak of operations. This stretch is between the capital of Jordan and the village of Naur.

Road communications are vital to the country of Jordan. Surrounded by countries which do not pretend to be disinterested in its future—on the one hand, Syria, Iraq, and Saudi Arabia, and on the other, Israel—Jordan has only one port. This is Aqaba, on the Gulf of Aqaba, down in the southern tip of the country, opening on to the Red Sea. The distance from Aqaba to Amman, the capital, is practically the length of the country. During the last crisis in Jordan's affairs for some time, the capital and the British troops stationed there were dependent for their supplies of petrol and other necessities on an air-lift. The route from Bagdad many miles away to the East had been cut. The building of a new road, the Amman-Dead Sea Highway, to-day allows a greater volume of traffic from the west, from the ports on the coast of Israel, particularly Jaffa. Known by the engineers who worked on the project as the East-West Primary Road, it is the first of its kind ever constructed in Jordan. It stretches from the Ras el Ein section of Amman to a junction with the present Amman-Jerusalem Highway at a point four miles west of Jericho.

From this point, just across the Jordan River near the Dead Sea, it is a distance of about 18½ miles to Jerusalem. The new highway is about 35 miles long, passing through the village of Naur. Another route goes north in a long sweep through Sweileh and Shunat Nimrin (known as the Wadi Shueib Road), to reach Jericho. Some idea of the isolation of Amman can be obtained from looking at other major routes into Jordan's capital. North to Damascus is a distance of approximately 130 miles, east to Bagdad is about 625 miles. The new route cuts almost in half the time it took to travel from Jerusalem.

The Amman-Dead Sea Highway is one of two projects carried out jointly by the Ministry of Public Works of the Jordan Government and the U.S. Operations Mission to Jordan. The planning was carried out on a basis new to the country. An aerial survey was made to determine the best and shortest route. Working from these photographs and from maps compiled from them, the engineers planned a route which followed the Wadi Dahhath down out of the Mountains of Moab into the Jordan Valley north of the Dead Sea. Construction of the highway also followed a method which was radically new to the country. It is the first major road in Jordan built on the compacted earth base and asphalt-bound gravel principle of highway engineering used in the United States. Previous roads had been made on a base of tightly-fitting stones about the size of a fist with a top surface applied. The American system produces a bed which remains stable and constant under the heaviest traffic. It is estimated that the highway will pay for itself in ten years out of money which would have gone ordinarily into maintenance and other costs.

The road is engineered so that a car can cover the whole distance and never drop below a speed of about 50 m.p.h. During blasting and surfacing operations, 100 tons of explosive were used, 970 tons of cement and 1,100 tons of asphalt. 7,500 men on a day labour basis were employed at the peak of operations. In all, this added up to a total of 1,300,000 man-hours over three-and-a-half years. Additionally, sixty operators, mechanics, and a large staff of foremen, clerks and administrative personnel were employed. During the work on the highway a new bridge was built over the River Jordan.

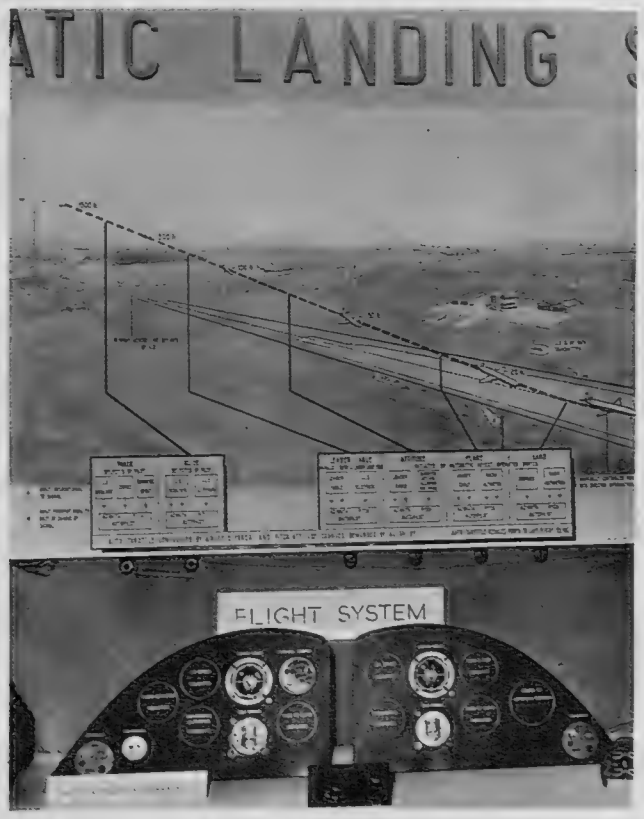
It is further planned that the new route is only a part of a proposed highway development programme. Surveys are being undertaken to determine where it is necessary to improve construction and, where necessary, re-locate the existing highway between the Dead Sea and Jerusalem. It is designed that this will provide a 50-m.p.h. high standard highway between Amman and Jerusalem and that it will shorten the safe driving time between these two cities to approximately 70 minutes.

A NEW AID TO LANDING AIRCRAFT: *Left*—What at first sight appears to be tubular scaffolding is an I.L.S. localiser aerial, set up in a field at the Royal Aircraft Establishment at Bedford. It forms part of the equipment of a new system, developed by the Blind Landing Experimental Unit, that controls aircraft during the complete landing process, thus enabling touch-downs to be made without the pilot ever seeing the ground. *Right*—The only visible part of the equipment on the exterior of the Varsity aircraft is the Magnetic Leader Cable receiver, fitted on the nose.

AUTOMATIC LANDING

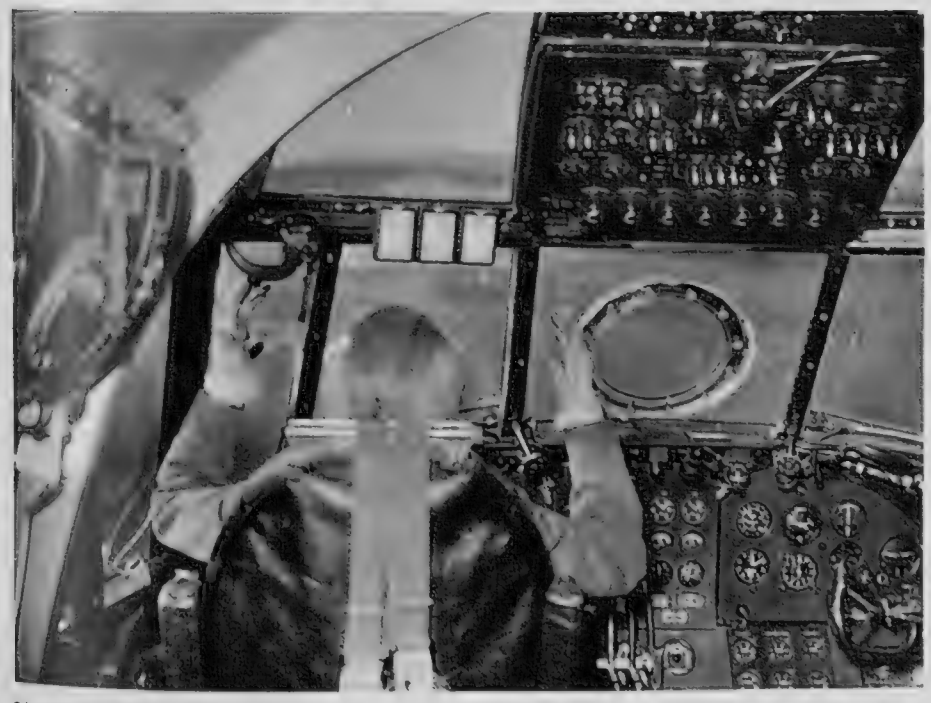
A Completely Automatic System of Landing Aircraft is Publicly Demonstrated for the First Time at Bedford

CHECKING THE EQUIPMENT: Flight-Lieutenant Stark, sitting at the controls of a Varsity aircraft, switches on the automatic landing pilot device. Last week's demonstration was the first in the presence of the public.



On left—
HOW THE NEW LANDING AID WORKS: The diagram shows the landing movements of aircraft under automatic control. Beneath it is the replica of a control panel. At present, civil aircraft can approach on instruments or stay locked to a radio beam only down to a height of about 150 ft., after which the pilot must complete the landing manually following a visual ground contact.

Varsity aircraft is the Magnetic Leader Cable receiver, fitted on the nose. The system is completely automatic, the pilot having only to monitor the progress of the landing on his normal flight instruments. It requires an auto-pilot in the aircraft, into which guidance information is fed, so giving entirely automatic control. The landing starts with a standard automatic approach, when the aircraft is coupled to the beam of an I.L.S. radio approach aid. Then, during the last mile before touch-down, two new and more accurate guidance elements, Magnetic Leader Cable and Radio Altimeter, are introduced, enabling the aircraft to complete the landing under automatic control. Just before touch-down, drift due to crosswind is compensated, so that the landing is accurately aligned with the runway. After the touch-down, the pilot disengages the auto-pilot and manually steers the aircraft to a stop, using signals from Magnetic Leader Cable displayed on the flight instruments. Prior to the first public demonstration the system had been used successfully in over 2,000 landings in both propeller and jet aircraft.



COMING IN TO MAKE A "BLIND" LANDING: *Left*—The Varsity has been engaged in automatic control and the pilot raises both hands in the air as the aircraft comes in to land. *Right*—Flight-Lieutenant Stark moves his hands away from the controls as the runway comes into view. Before the system can be fully adopted by civil airlines, it must be engineered to meet the high standards of safety set by civil operators. In addition, international agreement must be obtained for its adoption.

PRESENTING FORMAL CONDOLENCES ON THE DEATH OF POPE PIUS XII: In Vatican City the Dean of the Diplomatic Corps accredited to the Holy See, Dr. Josef Kripps, the Austrian Ambassador, leads the Corps (centre front row, facing the camera). He read official condolences to the General Congregation of Cardinals. In the foreground centre, with his back to the camera, is Cardinal Tisserant, Dean of the Sacred College of Cardinals. Pope Pius XII was buried the previous day in the crypt of St. Peter's.

THE BRITISH AMBASSADOR TO THE HOLY SEE: Sir Marcus Cheke bows in front of Cardinal Tisserant during the presenting of official condolences to the General Congregation of Cardinals in Vatican City. The General Congregation administers the affairs of the Roman Catholic Church during the interregnum after the death of a Pope.

SISTER PASQUALINA: She is helped by Dr. Paul Niehans (holding her arm) as she leaves the service preceding the Pope's burial. Sister Pasqualina attended Pius XII for many years.

CARDINALS ASSEMBLE

Impressive Ceremonials in Rome before the Election of the Successor to Pope Pius XII

As the sombre and impressive ceremonial following the death of a Pope was enacted in Vatican City, Cardinals of the Sacred College were arriving from many parts of the world to attend the Conclave to elect Pope Pius XII's successor. In specially sealed apartments in Vatican City the Cardinals meet to-day (October 25) to start the process of election, culminating in a two-thirds majority plus one for the new Pope. The situation is unusual. Pius XII was to have held a Consistory this year to create more Cardinals and bring the College up to the full number of seventy. It had seemed certain that Mgr. Montini, Archbishop of Milan, would have become a Cardinal. Had this happened he would have been possibly the favourite for the Papacy. Traditionally, although not theoretically, a Pope is elected from the number of Cardinals. At present the College numbers fifty-four Cardinals, some of whom—those in Communist countries—were not expected to be able to attend. Of these there are 17 Italians and 37 non-Italians. If the Conclave is not able to agree quickly, there is a possibility that a non-Italian might be elected for the first time for centuries.

SEALING OFF THE CONCLAVE: Masons construct a wall to seal off the Conclave Area in the Vatican City during the election of the new Pope which starts to-day (October 25).

PREPARATIONS FOR THE CONCLAVE: Cardinal Leger, Archbishop of Montreal, Canada, inspects the wooden balls used in the selection of scrutineers, charged with checking ballot sheets.

On left—

PIUS XII'S FISHERMAN'S RING: After the Pope's death, the ring was formally broken at the recent General Congregation.

INSIDE THE SISTINE CHAPEL IN VATICAN CITY: It is here the Cardinals meet in Conclave to-day to elect a successor to Pope Pius XII. The ceiling was painted by Michelangelo and finished in 1512. It depicts the story of Genesis. At present there are fifty-four Cardinals in the Sacred College, but it appeared unlikely that all of them will attend.

MARSHAL OF THE CONCLAVE: The Perpetual Marshal of the Holy Catholic Church, Prince Sigismondo Chigi, is seen wearing the full dress uniform of the Order of Malta.

ARRIVING IN ROME: Cardinal MacGuigan, Archbishop of Toronto, Canada (centre), talks to Mgr. William Carew, of the Vatican Secretariat of State, on his arrival at Ciampino Airport.

AT THE RAILWAY STATION IN ROME: Cardinal Lercaro, Archbishop of Bologna, smiles as he leaves. He is accompanied by the stationmaster.

"HEY HO! THE WIND AND THE RAIN"

Country Folk Forecast a Foggy November to End the Exceptionally Wet Summer; Fewer Butterflies Seen this Year; Flocks of Pied Wagtails Have Been Frequent Visitors

By BRIAN VESEY-FITZGERALD

I HAVE no desire to depress you, but I should like to remind you of our past summer. June, you may remember, was a very wet month and July no drier. August was one of the wettest Augusts for many, many years and September, so my daily paper assured me (and I can well believe it), was the wettest September for more than thirty years. October, up to the time of writing, is all too obviously determined to maintain this dismal record. As each month has spilled its load upon our sodden fields, the weatherwise (mostly retired naval officers) have cheered us up: "It can't go on. We 'll have a fine September, you see. Why, I remember back in '31 . . ." When September spilled an even wetter load, they promised us a fine October.

Even the weatherwise have given up now. Talk of a fine November is unlikely to cheer anybody up—and anyway the records are all against it. In any case, the local country men, who are (the more elderly, anyway) genuinely weatherwise, at least so far as the immediate neighbourhood is concerned, have no faith in November. With one voice they forecast fog. There will be bad fogs after all this damp, they say. I hope that they will be proved wrong, but experience tells me that this is a faint hope.

One thing that this long spell of dreadful weather has done is to convert many people to the "nuclear-bomb" theory. As one farm worker put it to me recently: "What goes up has got to come down again. You can't go mucking about with the heavens and not get paid out for it." Of course, this is heresy; heresy born of ignorance. The scientists—most of them, anyway (I have heard one who refused to commit himself)—will not hear of it. There is absolutely no evidence to support such a belief, they say. On the whole, they are inclined to say it rather snootily. Our local farm labourers, I have found, do not hold a high opinion of the scientists, nor do they set much store by the lack of evidence. If you tell one of them the scientific view of the matter, he is apt to add to the general soddenness of the ground around him with a well-directed spit.

A retired shepherd of my acquaintance went further. Like all shepherds, he is a thoughtful man and he wondered a lot about evidence and what it should be. It was the day after the recent Russian explosions north of the Arctic Circle. "I don't know anything about evidence," he said, "but I 'll tell you this: the day after to-morrow we 'll have thunderstorms and high winds." The day after to-morrow we did. This may be dismissed as pure coincidence. Personally, I have no views on the matter at all. I just put on my gumboots (I have two pairs, fortunately) and slop on.

We all know some of the things that have happened during, and as a result of, this prolonged wet weather. We all know about the harvest, although it will not be as serious as it would have been, say, twenty years ago, for modern machinery has done much to offset the effect of damp. No longer does one see grain sprouting in the stooks, for stooks are almost a thing of the past. Potato farmers are not so fortunate, and the potato harvest will be poor, and the price is, I suppose, likely to rise very sharply. This sort of thing, the economic effect of the wet weather, is well known. But some other things have happened in the countryside this autumn, which I find very surprising.

I have, on more than one occasion on this page, drawn attention to the increasing scarcity of butterflies. Mr. Hugh Newman is of the opinion that the great increase in the numbers of birds has had a good deal to do with it. His is an opinion which carries great weight and deserves every attention. He does not put the whole blame on the increase in the numbers of birds. The recent run of unsettled summers with very little sunshine, the succession of mild winters, the spread of intensive farming and the bringing into cultivation of many acres of what was once waste land have all, in his view, played a part in reducing the numbers of butterflies. Although I have nothing like his specialised knowledge, I should be inclined to place the major portion of the blame on the widespread and ever-increasing use of chemical sprays. These do destroy—it is their avowed purpose—enormous numbers of insects and, personally, I believe that in intensively-farmed districts they are also affecting the numbers of birds.

Whatever the reason, the fact is undeniable. Butterflies are getting less and less numerous year by year. I have noticed it particularly in the case of Red Admirals, Peacocks and Small Tortoiseshells, but also among many of the butterflies whose caterpillars are grass-feeders, and especially the Meadow Brown and the Speckled Wood. The last-named used to be a common butterfly around here; this year I have not seen one. Only a few weeks ago, had anyone asked me, I should have said that this was the worst year for butterflies that I had ever known, and I think that I should have added that I was not in the least surprised since we had had a mild and open winter (good butterfly years follow hard winters) and remarkably little sun and much rain.

But, on the last Saturday in September, walking along my storm-battered herbaceous border during a brief but brilliant "sunny interval," I counted five Peacocks, three Red Admirals, one Comma and more than a score of Small Tortoiseshells—too many to count accurately, anyhow. It was not what you would call a good bag. I do not think that I should have given them more than passing notice twenty years ago. Certainly I should not have troubled to count them, but it is by far the largest congregation of these butterflies that I have seen in my garden for some years past.

These were the first Peacocks I had seen this year but for one tattered hibernator away back in February, and the first Red Admirals and the first Comma of the year. And this year of all years! It is all the more odd, because there were, in this neighbourhood at any rate, very few caterpillars of the Peacock and the Small Tortoiseshell to be found in early summer. True, nettles are becoming very uncommon round about here, but there is still one fairly large bed on waste ground, and that bed this year was pretty well caterpillar-free. In view of all this, it was, I think, really a surprisingly large congregation. Few sights have delighted me more.

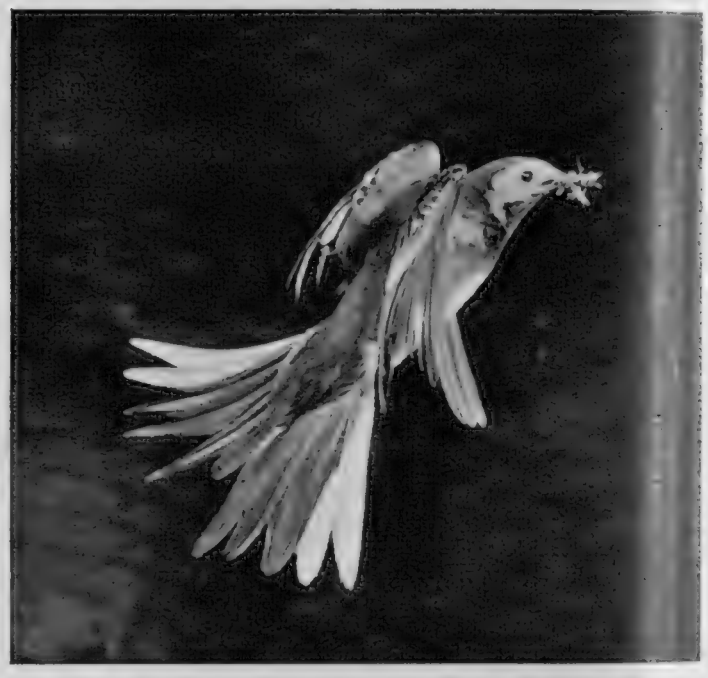
But this has not been the only surprising congregation at the end of this distressing summer. We have been visited by flocks of Pied Wagtails. Now, the experts will say that there is nothing unusual about that. The Pied Wagtail is a resident British bird and common enough, and it is well known that many of them do migrate southwards in the autumn (roughly from the middle of August until the end of October), returning again in the early spring. There should, therefore, be nothing very unusual in seeing small flocks of Pied Wagtails in the autumn. I have seen them before. I have a note in my diary of a flock of a dozen or so in this garden in September 1939. But I have not seen a flock here since then until this year, when I have seen several. In the last week of September and the first week of October I saw four flocks in the garden, the largest numbering well over thirty and the smallest about a dozen. There have been so many Pied Wagtails about that many other people, not normally very observant about birds, have remarked on them.

These flocks have arrived in the garden about tea-time and have stayed, busy about the lawn and the flower-beds, for about half an hour. Then they have gradually departed, not in one body as would be the habit of starlings, but in twos and threes, so that one does not really see them go but just becomes aware after a while that they have gone. They come in from the northward (for I have learnt that there have been flocks, on the same days as my flocks, at lunch-time in the hospital grounds about two miles to the north of this) and they go off southward to join a very much larger congregation in the grounds of the tennis club about a mile to the south. This congregation, which formed about every other day for almost a fortnight—that included many days when no Pied Wagtails visited my garden—began to come together in the early afternoon, but it did not spend the night there. About half-past five or so—and the birds seem to have been pretty punctual—it moved off, drifted away in twos and threes and small bodies, still further southward in the direction of the bigger woods and reed-beds. I have not discovered where they spent the night.

This is the normal autumnal migration southwards. There is nothing in the least unusual about that. And, no doubt, some Pied Wagtails have passed through here on their way south every autumn: and passed unnoticed. One cannot tell if the single bird seen one autumn day in the garden is a migrant or not, especially as they also nest here and are to be seen throughout the year. It is only when they come in flocks that one is aware that something unusual is going on. They have not come in flocks—for even if I had missed them, I should certainly have heard about them—for close upon twenty years. It would seem that there has, hereabouts, been a change in the normal migration route: perhaps, remembering that flock all those years ago, the re-discovery of an old one.

But, if so, why was the old one ever abandoned? Why should this one be chosen now? I wonder, naturally, if it has anything to do with the weather; if the weather elsewhere has been too bad for the little birds to face, if some regular resting-place has been flooded or built over, has disappeared beneath a council estate? If some favourite roost has been cut down? Something, surely, some major catastrophe, must have occurred to make so many small birds change their habit so abruptly. We shall never know. I find the thought humbling. We know so much about our common birds, their songs, their courtship behaviour, their diet, the number of eggs they lay, their habits in general. But how much can we never know, for all our careful scientific work.

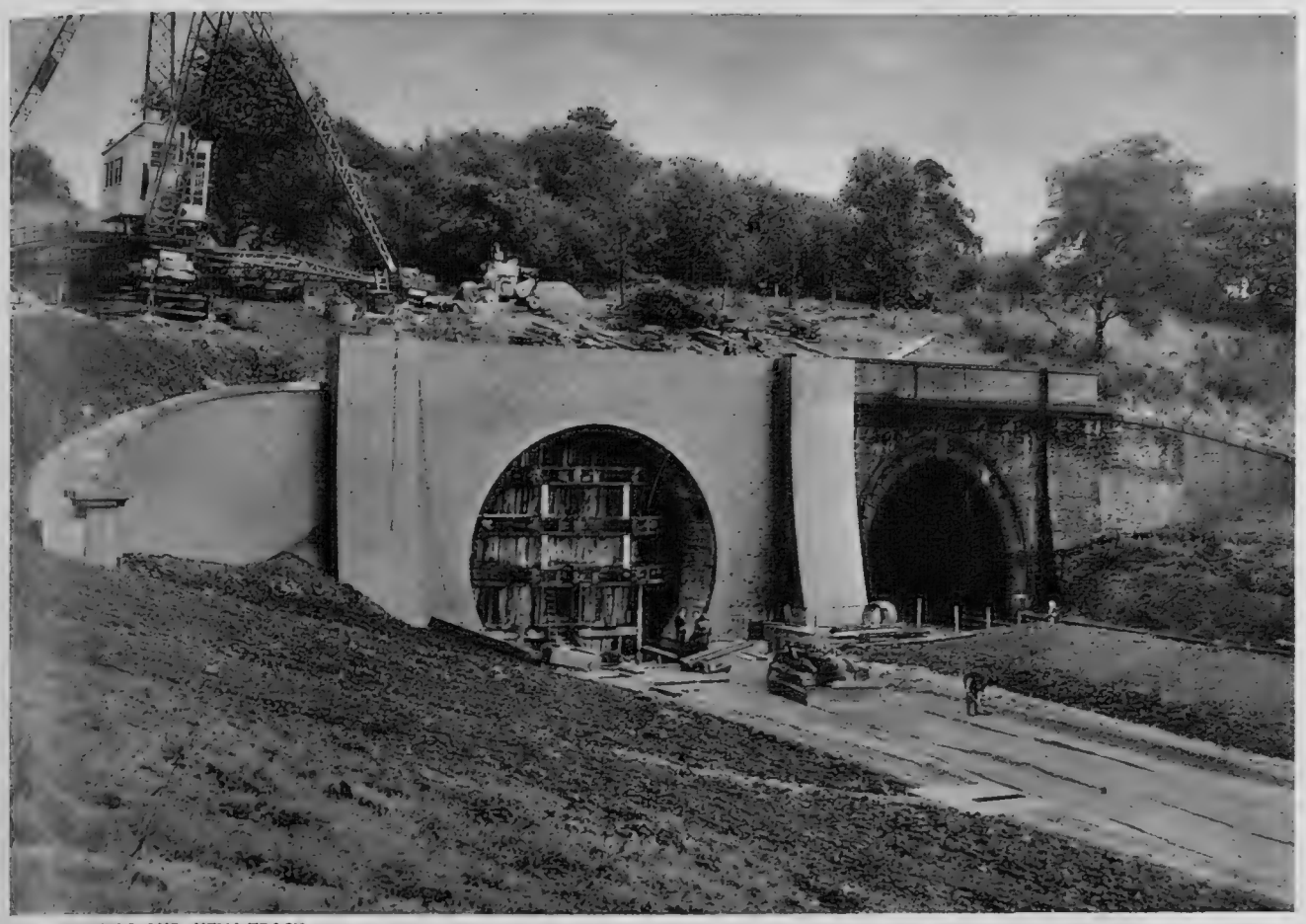
I like to think it was the weather brought them. For, if so, then, in these Pied Wagtails and these butterflies, it has given me real compensation for the havoc wrought in my garden through all the summer months.



END OF A WET AND DREARY SUMMER: At Barnsley, near Cirencester, in Gloucestershire, baled straw stands in floodwater. It was laid out in early October to wait for carting. The rain in many parts of the country prevented farmers from collecting their straw from their waterlogged fields. *On right*—A Pied Wagtail. Flocks of these birds have been seen this autumn more frequently than usual.

Speeding Rail Travel

Modernisation on the East Coast Main Line at Hadley Wood



NEW TUNNELS AND NEW TRACK TO RELIEVE A BOTTLENECK : On the right is the existing Hadley South tunnel, and on the left is the south portal of the new adjoining tunnel. It is one of three which are being built between New Barnet and Potters Bar Stations as part of a vast scheme of the Eastern Region of British Railways to relieve a 2½-mile-long bottle-neck. Additional tracks are also to be laid to increase efficiency on the line (the east coast route) which runs from King's Cross to the north.

On right—

A TUNNEL NEARS COMPLETION : The men are working close to the north portal of Hadley South tunnel. There are two new tunnels at Hadley Wood ; the third is at Potters Bar.

In addition to their vast electrification programme, the Eastern Region of British Railways have a number of other modernisation schemes on hand. One of these is designed to relieve a bottle-neck on the east coast main line out of King's Cross and work is now in progress on a section of track, about 2½ miles long, between New Barnet and Potters Bar Stations, on the Hertfordshire and Middlesex boundaries. More than 300 trains, including the Flying Scotsman and other expresses, use the line every day, and the present work involves the laying of an additional two-way track and the duplication of three double-line tunnels. One is near Potters Bar, and is 1,214 yards long, and the other two are at Hadley Wood Station. The new Hadley South tunnel is 384 yards long, and the Hadley North tunnel 232 yards. In addition to the work on the actual track, Potters Bar Station has been renovated and Hadley Wood Station is being partially reconstructed to include four platforms instead of the original two.

In the construction of the tunnels the railway authorities had to consider the stability of the existing tunnels, which must remain open to intensive traffic. They also had to bear in mind that as the last major British tunnel in clay had been constructed about forty years ago, totally different tunnelling techniques had to be considered. Consequently, the design now being employed is new and, according to British Railways, has certainly not been executed before in Europe. The lining is in precast concrete units with dry joints and " Sealithor " Metallurgical Supersulphated cement. Each ring of lining comprises a reinforced invert unit and nineteen plain precast voussoirs, or shaped slabs. The tunnels are driven in 31-ft.-diameter shields, fitted with hydraulically-operated erector arms for setting the voussoirs in the crown of the tunnel into position. When the face of the excavation has been sufficiently advanced, the shield is pushed forward by propelling rams bearing against the last completed ring of lining, to allow the next ring to be assembled immediately behind the shield. The units of the ring are then forced tightly against the ground by means of jacks set in slots between pairs of special voussoirs situated in the waist and at each side of the tunnel. The jacks are subsequently replaced by a very dry concrete pinning, introduced in two stages so as to avoid any release of the ground load on the ring. Behind the shield a conveyer belt carries the excavated rubble back to the hoppers and tippers.

RECONSTRUCTION AT HADLEY WOOD STATION : It is being widened to take four platforms. *Left*—The new footbridge connects the original station buildings with one of the new platforms. Just beyond the footbridge is the extension to a road bridge. The narrow-gauge tracks are used for the transportation of concrete segments and other materials to the Hadley South tunnel (background). *Right*—At the far end of the station is the new Hadley North tunnel (left) alongside the existing structure.

"GOING, GOING, GONE": Mr. Peter Wilson, Chairman of Sotheby's, auctions Paul Cézanne's painting "Garçon au Gilet Rouge." At £220,000, his formal request: "Will nobody offer any more?" aroused much laughter. The price was the highest ever paid for a picture at an auction. During the sale seven pictures by Impressionists changed hands at the record price of £781,000 in exactly 21 minutes in the firm's main saleroom in New Bond Street, in London. This figure is the highest recorded for a one-day sale of pictures

"SALE OF THE CENTURY"

At Sotheby's Seven Pictures Make £781,000 in 21 minutes

A Cézanne portrait of an unknown Italian boy in a red waistcoat was sold at a sale at Sotheby's last week for £220,000. It was the highest price paid for a picture at a sale. Whatever the reasons for the astronomical rise in prices for paintings to-day, there could be no doubt that the seven paintings sold in twenty-one minutes for a total of £781,000 were masterpieces. As such it would not be impertinent to say that they were priceless. The artists, little regarded or even disregarded during their lifetime, did not receive anything like the amount when they sold their paintings. Manet sold his picture "La Rue de Berne" in 1879 for £20. Last week it was sold to an American for £113,000 Manet's wife sold her husband's self-portrait in December of 1899 for £40. The total was the highest paid at a one-day sale of paintings anywhere in the world.

ARRIVING AT THE AUCTION: Among the famous visitors to Sotheby's is Lady Churchill. Others included Dame Margot Fonteyn, Mr. Somerset Maugham and Sir John Rothenstein, Director of the Tate Gallery. Some 1,500 people queued to attend the sale.

THE AUCTIONEER: Mr. Peter Wilson (left) talks to Mr. Irwin Goldschmidt and his wife. The pictures auctioned last week were from the estate of Mr. Goldschmidt's father, Jakob Goldschmidt, the New York banker, who left Germany between the two world wars.

DURING THE AUCTION: Mr. and Mrs. Goldschmidt watch the proceedings. Many people were forced to see the sale on closed-circuit television sets in four other rooms and in the corridor.

AT THE RECORD SALE AT SOTHEBY'S: Behind the tightly-packed, tense audience television and Press cameras record the various bids. Only one of the seven paintings, it is believed, will remain in this country. The others went to America. The first lot, a Manet self-portrait, went for £65,000 in two minutes to an American buyer.

DURING THE BIDDING: Mr. Peter Wilson asks for bids for Manet's painting "La Rue de Berne," signed and dated 1878. It went for £113,000 to Mr. Keller, of the New York Carstairs Gallery. Manet sold this painting in 1879 for £20. It was bought by Mr. Jakob Goldschmidt for £16,000. The second highest figure at the sale was paid by the New York art dealers, Rosenberg and Stiebel, for "The Public Garden at Arles," by Van Gogh. This went for £132,000. It had been bought by Mr. Goldschmidt for about £5,000.

The Sphere of Travel

GOING SOUTH FOR THE WINTER

Holiday Resorts Far Afield and on the Shores of the Mediterranean Offering Winter Sunshine and Other Attractions

By GORDON COOPER

THERE are few more pleasurable things in life than to leave Britain's wintry climate behind, and to slip away to warm sunshine and blossom-scented air; to favoured spots where it is possible to bask on beaches, without their summer crowds, and to find really personal service at hotels and restaurants. These dreams can become a reality, your sole problem being to choose the place which you think will suit you best.

Each year when I come to write on the theme of winter sunshine I hope that I may be able to introduce some fresh variations, but, alas, with little success. The old, favoured places still remain the best, if only because they are well prepared to cope with visitors and can offer suitable hotel accommodation. I know that tourist publicity often tends to exaggerate their climatic attractions, and one must usually go prepared for a possible spell of bad weather. I often think that the best places to make sure of a maximum of sunshine is some favoured winter sports resort. I know that a couple of years ago when Europe was suffering from a severe spell of bad weather I was happily sunbathing high up in the Allgäu Alps at Hirschegg, in the Walsertal.

Frankly, the only places where winter sunshine can positively be guaranteed are those that are far afield: the West Indies, Ceylon, and nearer home, Agadir (Morocco), where it is possible to bathe comfortably even in January. For those with limited time at their disposal, this easily-reached resort still remains my first choice, while it is also a good centre for interesting excursions. Incidentally, elsewhere in Morocco the climate is variable during January and February, improving considerably, however, during March, when it is much more settled. Madeira and the Canaries would be my next choice, although all these islands do have occasional spells of bad weather. This applies also to the Algarve, on the southern coast of Portugal. Praia da Rocha is the only resort, although some of the other towns on this coast would appeal to those with simple tastes, where I have spent hours bathing and sunbathing on the beach in February. Elsewhere in this country, Estoril is a popular place in winter, but not for bathing, and its proximity to Lisbon offers the visitor opportunities for diversions.

In Spain, without a doubt, Alicante is easily my first choice for winter sunshine. It has probably the best winter climate in Europe, with maximum and minimum temperatures in winter of 71.6 degs. and 37.4 degs., while the rainfall is extremely low, and there is a high record of days of sunshine. But although this modern, yet ancient, city is an agreeable spot in which to stay, with comfortable hotels in all categories, it is rather limited in organised entertainment. This same qualification applies to S'Agaro, on the Costa Brava, where, however, the luxurious Hotel de la Gavina offers ample compensation; Barcelona, with its colourful life and many interests, is not far away. Malaga and Palma (Majorca) are two other Spanish suggestions.

Political trouble unfortunately rules out Beirut and Egypt at the present time, although otherwise both would rank high in any list of winter sunshine lands. The Libyan capital of Tripoli might be considered, although the local arrangements for hotel accommodation are not very satisfactory. Malta is another idea, but I think you want to know friends there, otherwise you might tend to get bored. Again I think the hotel accommodation available leaves much to be desired.

So we come back, as usual, to France and Italy. In the former country one thinks first of the Côte d'Azur, where, although there is the disadvantage of the shorter day, there is the balancing factor of nights made gay with a hundred things to do: theatres, dances, galas and a little gambling for those so inclined. During the day there is no lack of entertainment, from Carnival festivities to afternoon concerts, from pleasant rounds on the golf courses to Battles of Flowers, and tennis tournaments all along the coast to take part in or watch.

At the same time there are many people who may prefer to bask in sunshine, without the entertainment trimmings, even though these may be within easy reach, and for them I would suggest Grasse. It is unfortunate that this delightfully situated town, not far from Cannes, should in post-war years become a place at which one stops for half an hour, in the course of a coach excursion, to make a hurried visit to a perfumery. Of the tens of thousands who will say they have visited it, those who have really stopped to savour its own delightfully archaic atmosphere are few indeed. Even if you do not wish to lodge in Grasse, I strongly recommend that a whole day spent there will be well filled. Who knows but you may decide on a residential stay there.

The streets are steep and winding. The little shops in them, which hang their multi-coloured wares outside, have changed but little with the centuries. The curious old cathedral (twelfth century) marks the very birth of Provençal Gothic, still powerfully influenced by southern Romanesque art and the architecture of Lombardy. The medieval origins of the Bishop's Palace, now the Hôtel de Ville, are still clear to see. The Marquise de Cabris, sister to Mirabeau, lived in the exquisite eighteenth-century town mansion that now houses the Fragonard Museum. Here the enchanting paintings of Grasse's favourite son are not the only attraction; they are complemented by the freshness and vitality of the work of Marguerite Gérard, his sister-in-law and pupil, which come as a revelation to those unaware of this minor genius.

From the Cours Honoré-Cresp the view is superb. The landscape drops away to the sea, to Cannes on one side, to the Gulf of La Napoule on the other. Below lie the thousands of acres of flowerfields—carnations, roses, violets, jasmine, mignonette, jonquils and polyanthus interspersed with orange trees. This is the fragrant raw material on which the town's industry is based, for this ancient, sedate and dignified place defies all appearances by being the world centre of the perfume industry, to which buyers come from every civilised land.

In addition to its appeal as a winter resort, Grasse is also a good centre for excursions to the surrounding hilltop and hillside Provençal villages, which not only appeal to the eye from a distance but are also usually attractive within. These hamlets and villages include Pégomas, Auribeau, Le Bar, Tourettes-sur-Loup, Gourdon and Vence. This last-named old town is especially picturesque, with its fine old gateways, lovely old squares, and beautiful fountains. There is an interesting cathedral; and the

A SUNNY WINTER HOLIDAY RESORT: Malaga, on the southern coast of Spain, has a warm climate. In this view of the town looking from the Gibralfaro can be seen, on the left, the Par and the Ayuntamiento (the Town Hall), with, centre right, the Cathedral. The Gibralfaro, the castle overlooking Malaga, was rebuilt in the thirteenth century by the Moors

A CITY OF INDIVIDUAL CHARM: In the harbour of Syracuse, in south-east Sicily, the masts of vessels are reflected in the still water. On the north façade of the cathedral in the seaport are incorporated the columns of the Doric temple which previously stood on the site. By the fifth century B.C. Syracuse was the largest city in Sicily and a major Greek colony.

Chapel of the Dominicans which was entirely designed by Matisse. The town, famous for its figs and violets, might even be considered for a stay; although I think I might prefer the nearby walled town of Saint-Paul—an artist's dream—where there is history in every stone, a magical atmosphere, enhanced by some good hotels.

Elsewhere on the Côte d'Azur, I like Beaulieu, perhaps the warmest place on the French Riviera, Cap Ferrat, on its wooded promontory, and Bormes, which lies inland from Le Lavandou, and where you can enjoy calm and peace, along with a superb panoramic view. The Grand Hotel is especially recommended for British guests. Then there are the islands, les Iles d'Hyères, specks of gold on an azure sea and easily reached by motor-boat services from la Tour Fondue or Salins d'Hyères. Of the three islands, both Port-Cros and Porquerolles provide satisfactory resort conditions in a sub-tropical environment. Here flourish the myrtle and red-berried lentiscus, here the scent is of rosemary and lavender, here is the classical cypress, the shapely yew, the decorative pine. All the atmosphere of the Golden Age and you can imagine yourself to be in the unseen Isles of Greece. Narrow, fragrant paths lead to disused forts, and every one of the many little hills brings dramatically into view other islets, the expanse of tideless sea and the mainland background of the multi-coloured mountains of the Maure range. Finally, in this brief review of winter resorts on the Côte d'Azur, mention must be made of the ever-popular Menton, so long favoured by British visitors. It has the appeal of an equable climate and offers an inexhaustible field for the most delightful tramps, and the panoramas are gorgeous. But you will find Monte Carlo and Nice probably more lively places, and both can be recommended for a winter sunshine holiday.

Across the frontier, on the Italian Riviera, Bordighera, San Remo and Alassio are three recommendations, the first-named being the most sheltered resort. Then, beyond Genoa, there is my favourite Nervi, which has the advantage of being within easy reach of the great port, with its many interests and activities. For warmth, it is unexcelled on this coast, but it has the slight defect that the main railway, running close to the sea, can be slightly disturbing to residents in some of the hotels.

Still farther south in Italy, Amalfi and Ravello, on the Sorrentine Peninsula, are both admirable, with the latter as my first choice. The island of Ischia is another suggestion.

I come now to Sicily, a land of winter sunshine, although even here it can turn distinctly chilly after dark. While Taormina is by far the best-known resort on the island—and with good reason—yet I suggest that Palermo and Syracuse should also be considered. Both are cities of individual and compelling charm, with a range of interests which can occupy the most ardent sightseer throughout a holiday. I often think that if Palermo is the loveliest place in Europe, Syracuse is the most fascinating historically. C.I.T. maintain a regular service round Sicily, visiting all the more important classical sites. I made this tour recently and give it full recommendation. The inclusive price includes sightseeing excursions, meals, hotels, and the coaches are most comfortable.

For those who want to get off the beaten track, I suggest that Sardinia offers considerable appeal, with Alghero and Nuoro as my choice of places in which to stay on this fascinating island. There are good hotels where they know how to look after you at a modest cost. Farther north, I once spent a winter in Corsica, where Ajaccio is perhaps the best spot in which to stay.

A final suggestion, for those who can afford the time to go farther afield, is Ceylon, which can be linked with a short tour of India. Cooks offer a tour of fourteen weeks' duration at an inclusive cost of £789. A thousand-pound win in Premium Bonds could hardly be more enjoyably spent.

THE EQUATOR—A NEW PORT OF CALL

Most cruises are tied to ports of call. Here is one which chooses the Equator instead. On Friday, March 20, at seven o'clock in the evening, the P. & O. cruising ship *Chusan* leaves London for Teneriffe, in the Canaries, before cruising south along the African coastline for the sole purpose of "Crossing the Line" and the opportunity of meeting King Neptune and his Court. After a wide sweep in the warm waters of the tropical Atlantic, the *Chusan* heads for Casablanca and Lisbon. This is a two-class ship, fares range from £115—first, and £71—second.

Four spring cruises to the Atlantic Islands and the Mediterranean by the cruise-yacht-steamer *Meteor*, have been announced by the Bergen Line. The first leaves Hamburg on February 27 for Dover, Lisbon, Madeira, Teneriffe, Casablanca, Tangier, Gibraltar, Ajaccio and Genoa. The next leaves Genoa on March 14 and includes Tunis, Tripoli, Alexandria, Rhodes, Athens, Corinth, Ionian Islands, Dubrovnik and Venice. The third cruise starting from Venice on March 30 goes back over the same route to Genoa, which is reached on April 30. Fares range from £98 to £295.

Several alternatives are possible for a sea voyage round the world. The first, making use of the normal services of the Holland-America Line, the Matson Line and the P. & O., would cost anything from £574—first class throughout, with tourist-class from Los Angeles from £419. By using the C.P.R., the N.Y.K., and the P. & O., £50 can be knocked off the fare, but that does include cabin class on the N.Y.K.

If you wish to travel in style, sail to New York in the S.S. *Queen Elizabeth*, travel overland to San Francisco, catch the S.S. *President Wilson* to Hong Kong and travel back to this country on the P. & O. S.S. *Chusan*. First class throughout starts at £653 16s., but tourist class is only £394 2s.

If you wish to do the same trip by air and take your time sightseeing *en route*, a ninety-four-day holiday has been arranged by one agent at an inclusive charge of 1,200 gns., providing two persons travel. This includes everything from hotel accommodation to drives by private car. Strangely enough, the foreign currency content is only £36, showing it is really a round-the-world tour through the sterling area.

Little-known air services of the greatest convenience to the business traveller, include the direct eighty-minute flight between Croydon Airport and Rotterdam. Herons and Doves leave London daily at 10 a.m. and 6 p.m., the return ticket for mid-week travel and valid for twenty-three days costing £13 15s.

W. D. C. C.

SOME RECOMMENDED HOTELS

Ifen	Hirschegg (Walsertal)
Marhaba, Mauretania	Agadir (Morocco)
Reids, New Avenue	Madeira
Santa Catalina, Lentiscal	Las Palmas
Taoro	Puerto de la Cruz (Teneriffe)
Parador	Santa Cruz de la Palma (La Palma)
Bela Vista	Praia da Rocha (Algarve)
Atlantico	Estoril
Carlton	Alicante
De la Gavina	S'Agaro (Costa Brava)
Victoria	Grasse
Regina	Vence
La Résidence	St.-Paul-de-Vence
La Réserve	Beaulieu
Grand	Cap Ferrat
Grand	Bormes
Jolanda	Bordighera
Royal	San Remo
Beau Séjour	Alassio
Savoia-Beeler	Nervi
Santa Caterina	Amalfi
Palumbo	Ravello
Villa Igea	Palermo
Villa Politi	Syracuse
Timeo	Taormina

USEFUL ADDRESSES

For Moroccan Travel
Back's Travel Service, 56, *Coram Street, London, W.C.*1.
Barbary Tours, "*Woodlands*," *Shepherdswell, Dover, Kent.*

For Spanish Travel
Spanish Tourist Services Ltd., 93, *Piccadilly, W.*1.

For Italian Travel
C.I.T., 10, *Charles II Street, S.W.*1.

For India and Ceylon
*Thos. Cook and Son Ltd., Berkeley Street, W.*1.

The World of Books

MOST WEALTHY OF ARTISTS

A Study of the Life and Work of Picasso ; Culture from 1780 to 1950 ; One of Napoleon's "Amours"; Graham Greene's New Novel Heads a Week of Varied and Exciting Fiction

TO this day, Picasso confesses that he cannot remember the sequence of the alphabet, and as a child his arithmetic was disastrously bad. Nevertheless, he is the most famous and the most wealthy of living artists, and if there is a moral in that it is surely that one should always concentrate on one's own kind of essentials. The young Pablo Picasso in Malaga and Corunna had added up figures by their shapes and painted pigeons beautifully. In a sense, he is still doing that, although the shapes of the figures may have changed a good deal, and although sculpture, ceramics, poetry, play-writing and painting in every medium have been added to his fantastically diverse activities. In Mr. Roland Penrose's fascinating study of the life and work of PICASSO (Gollancz. 25s.) two things are evident : the writer's tremendous admiration for his subject and the insight which has come to him, partly through his friendship with the artist and partly through his own considerable knowledge of painting.

As one would expect, the anecdotes here would be endlessly quotable, from the story of the banquet to Douanier Rousseau, an immense success although Marie Laurençin collapsed into the jam tarts, to his own dictum at an exhibition of children's drawings. "When I was their age," said Picasso, "I could draw like Raphael, but it took me a lifetime to learn to draw like them."

CULTURE AND SOCIETY, 1780-1950 (Chatto and Windus. 30s.) is an impressive and erudite work by Mr. Raymond Williams, who examines the growth of culture, defined for his purposes as "right knowing and right doing," between the dates he has chosen. In Mr. Williams' view, the idea of culture came into English thought during the Industrial Revolution, and he traces the growth of this idea through Burke, Cobbett, Wordsworth, Coleridge, Byron and also John Stuart Mill, Carlyle, Matthew Arnold and Dickens, nearer our own days with Shaw and D. H. Lawrence, and finally to the Marxist critics. Not easy going but rewarding for the serious reader.

One of the *amours* of Napoleon, and one which lasted for quite a time, was with the French actress known as Mademoiselle George who had made a name for herself on the stage when only fifteen and since that age had had more than one gentleman ready to pay her expenses. At the period of which Miss Edith Saunders writes in NAPOLEON AND MLLE. GEORGE (Longmans. 21s.) he is First Consul, married to Josephine but already looking about him for fresher, perhaps younger faces. "Georgina" as he called her, had youth, beauty, a certain talent for acting and a devotion that appears to have survived the end of their affair and her subsequent escapades, since she offered to follow him into exile, long after they had parted. Miss Saunders writes knowledgeably and with charm about the Court and theatre of the early nineteenth century, and her historical asides, as it were, add greatly to the authenticity of the background.

It is more than twenty years since that lovely, four-masted barque, the *Herzogin Cecilie*, ran aground on a rocky Devon shore and was wrecked. She had been a beautiful thing to anyone lucky enough to see her under full sail and now her story is told by someone uniquely qualified to write it. Mrs. Pamela Eriksson was a young South African when she first worked her passage in the ship and later married the captain, to sail with him on the last, tragic voyage. She writes about the ship she has called THE DUCHESS (Secker and Warburg. 21s.) with practical experience and the warmest affection.

MANY LAGOONS (Gollancz. 18s.) is Mr. Ralph Varady's account of a year spent in an island paradise. His particular Eden was the small island of Moorea, not far from Tahiti, and it was on Moorea that he set to work to build some kind of a house, collect enough wild avocadoes or fish for enough fish to keep him satisfied and, in general, relax. An enchanting book to banish all the dreariness of a wet autumn day.

Cecilia, the wife of Sir Matthew Ridley, was a charming young woman who died at the age of twenty-five in 1845. She was devoted to her husband and to her family, intelligent without having an outstanding talent, observant, pious without affectation, and had a notable way of expressing herself in the voluminous correspondence of her times. CECILIA : THE LIFE AND LETTERS OF CECILIA RIDLEY, 1819-1845 (Hart-Davis. 25s.) is a record of this well-bred, well-mannered and affectionate being's short span as a young girl, young wife and mother. It has been put together with discrimination by Viscountess Ridley.

Mr. John Hadfield is the compiler of an anthology of words and pictures, ambitiously but not inappropriately entitled A BOOK OF LOVE (Edward Hulton. 25s.). Since Mr. Hadfield is a remarkably accomplished anthologist, selecting verse, prose, photographs, drawings and paintings to illustrate the theme with such virtuosity and, incidentally, placing his illustrations so aptly in the text, this is by no means Just Another Album but a book that is a delight to own and a joy to explore.

First among this week's novels is OUR MAN IN HAVANA (Heinemann. 15s.), which Mr. Graham

A NEW WORK BY BENJAMIN BRITTEN : Discussing the score of "Nocturne for Tenor and Small Orchestra" are the composer (left) and Rudolf Schwarz, who conducted its first performance. Commissioned for the Leeds Centenary Festival, the work is a setting of a cycle of poems, which were chosen by Benjamin Britten, and are linked by a central idea of sleep and dreams.

Greene describes as an entertainment and which is that and more. We all know the kind of book that we can't put down ; this is a book which one reads more and more slowly to postpone that moment and its little pang of loss when the book is finished. Very briefly, the theme is of an Englishman living modestly in Cuba with his young daughter, making some sort of living by selling vacuum cleaners, when he is accidentally caught up into the fantastic world of espionage, is given a number under which to make his secret agent's reports and pads these out desperately with fictional plots and drawings of secret installations which closely resemble the inner works of a giant vacuum cleaner. The whole business of the secret service as treated in novels (and even in memoirs) is wonderfully lampooned and the whole book with its fun, its satire and the sheer brilliance of its conception is among the best that Mr. Greene has ever written.

Miss E. Arnot Robertson, in JUSTICE OF THE HEART (Collins. 15s.), sets her story against the background of Zanzibar, a setting which she evidently knows well and has been able to evoke for less-travelled readers with conspicuous clarity, even to its sounds and smells. Zanzibar, in fact, is in a sense the hero of the story and certainly the author's descriptions of its towns, with narrow, labyrinthine streets, odd houses and sharp divisions of social kinds; its shores and its magnificent views of African mountains, brooding under storm-clouds, all these are described more unforgettably than the slightly improbable emotions and reactions of Miss Robertson's pretty, newspaperwoman-heroine.

ASK ME NO MORE (Heinemann. 16s.) is Miss Pamela Frankau's new novel and her best. Simple as that statement is, it is exact, for this story, so much of it set in London and especially the London of the theatre, shows the writer at the peak of her maturity as a craftsman and as a novelist in whom the poetic expression lies so closely behind each page. The period is in our own more or less recent lifetimes, from pre-war days of rehearsals and riverside week-ends, through the vast drabness and terror of war to the present day. It is a love-story—indeed the story of several degrees of love—but most of all it is a study of integrity in character.

Mr. Ernest Raymond has returned to the scene of his first resounding success, *Tell England*, with THE QUIET SHORE (Cassell. 16s.), which is set in Gallipoli and tells of a middle-aged man's return to the beaches and hills which he had known forty years before in such bitter circumstances. As he walks over the calm sands, through the now-quiet scrub and pines, he recalls the fighting, the terror, the friendships and the desolation. It is a novel in an elegiac mood and immensely effective.

SATURDAY NIGHT AND SUNDAY MORNING (W. H. Allen. 13s. 6d.), by Mr. Alan Sillitoe, appeared to me at first as a thoroughly depressing tale of drunkenness, sickness, senseless fighting and equally senseless love-making, but pursuing my way into this saga of working-class life in Nottingham, particularly as it affects the girls and men in their twenties, I came to the conclusion that it had sincerity and compassion. It is also blessed with honesty and Mr. Sillitoe with a promising talent.

From a sophisticated and highly articulate tradition of American writing come the next three books. THE GIFT AND THE GIVER (Chatto and Windus. 15s.) is Mrs. Nelia Gardner White's study of a possessive mother and the struggle for independence which her children win, nearly breaking her unacknowledged heart in the process. Smoothly written and confidently recommended. AFTERNOON OF AN AUTHOR (Bodley Head. 16s.) includes fourteen short stories and six essays by the late Scott Fitzgerald and a section of photographs of the man himself at various periods in his all-too-short life. Interesting and illuminating. THE BODLEY HEAD SCOTT FITZGERALD (Vol. I. 20s.) is an even more valuable collection as it has three or four of his most representative short pieces as well as the novel, *The Great Gatsby*, of which Mr. J. B. Priestley writes in his long and absorbing introduction that "it is in many respects Fitzgerald's finest achievement." A good and compact volume.

The only representative of the historical novel for which I have space this week is Mr. C. S. Forester's HORNBLOWER IN THE WEST INDIES (Michael Joseph. 15s.) and, as always, Hornblower is in a class of his own. I read it with relish, although our Horatio as a peer, a rear-admiral and a commander-in-chief, is not so familiar a figure as the more junior captain risking Their Lordships' displeasure. I recommend it with enthusiasm.

Vernon Fane

THE RUSSIAN REVOLUTION AND AFTER

New Books on a Gigantic Theme

Alan Moorehead's *Gallipoli* was quite a little masterpiece of historical reconstruction ranging round a subject over which the fires of controversy had not yet died down. Now this talented, much-travelled and historically-minded writer enters an even more controversial field, and in THE RUSSIAN REVOLUTION (Collins. 30s.) sums up that gigantic upheaval and all that led up to it. It is not really the atmosphere of total confusion that was the surprising thing about the Bolshevik seizure of power in 1917, or that it happened so quickly and bloodlessly, the main crisis lasting a matter of only nine days. What was incredible was the condition of utter weakness into which the Russian State had fallen; "It was like a body with no bones in it," says Mr. Moorehead, "like a mind with no will." From July 1917 onwards the collapse of the State seemed inevitable; it was waiting only for its successor to appear.

While Mr. Moorehead's story is a difficult one to tell, and he has indeed to do a deal of tightrope-walking, as has anyone apparently who wishes to write about Russia and get away with it, it is, none the less, an intensely exciting story, and he has vividly reconstructed the whole course of events and the roles played by the various characters in this great drama. What a cast he has to handle. Tsar Nicholas and his Tsarina, Rasputin, a medieval blackguard in an almost medieval court, Kerensky, Trotsky, and finally the single figure, who, as the story develops, emerges from an obscure and single-minded agitator to take the centre of the stage and dominate the whole scene, Lenin himself.

Mr. Moorehead's book is one of several new works about Russia which call for attention. A modest, but most worthwhile introduction to contemporary life in the Soviet Union is A ROOM IN MOSCOW (André Deutsch. 15s.), by Sally Belfrage. Miss Belfrage became twenty-one on a jet flight from Peking to Moscow when returning from a tour of China with a group of young Americans. She had glimpsed Moscow before her China visit. Now she decided to stay there and get a job, no easy task for a non-Communist. But she succeeded and managed to spend five months in the Russian capital editing English translations for a publishing house. She has brought back a refreshing and interesting picture, and it certainly bears the stamp of fair-mindedness. "The standard criticism that I object to most," says Miss Belfrage, "is the one about the Russians under the Soviet regime being nothing but a conforming mass of identical samenesses." She won't have that at any price. This little book makes a real contribution to understanding, and as its author so simply says, "You cannot hate when you understand, so why can't there be more of an attempt at understanding? Why need there be barriers between us?"

British, French, American and German experts have combined to produce a symposium on that cinderella of Russian services THE SOVIET NAVY (Weidenfeld and Nicolson. 36s.). Since the war Soviet naval forces have obviously expanded enormously. The aim of this book, which has been edited by Commander M. G. Saunders, R.N., is to provide the first comprehensive

AN ENGLISH FAMILY CHRONICLE

I qualify the statement that those who try to write the history of a long descended English family, established for centuries in one place, are writing a history of England. Certainly the result produced by a skilful writer should be a local social history. Any fuller history of England must depend on the part taken by the generations in the higher political sphere. There have been many ancient land-owning families which for generations played no part in any but very local administration, and perhaps the Lucys, of Charlecote, were in that category. In CHARLECOTE AND THE LUCYS (Oxford University Press. 30s.), Mrs. Fairfax-Lucy, John Buchan's daughter, has revealed all the qualities of a fine, lucid writer and of a skilled and tireless investigator into charters and documents of all kinds, to produce a most interesting and valuable social history, not limited to Warwickshire and covering half a dozen centuries. Rightly, the hero of her book is the great house and not its succession of tenants. It is the domestic economy of the house over the centuries which claims first attention, and Mrs. Fairfax-Lucy gives a full and interesting account of life above and below stairs, changing, slowly or fast with the centuries; with the position of women in marriage and influence; the evolution of the magistracy from its fourteenth-century local dictatorship, and of manorial rights and customs. She has given the famous Shakespeare legend which has accorded to Charlecote half its present fame, the cool and judicial and yet sympathetic examination which Bardomania deserves at all times, and nowhere more than in the Stratford area. Time and chance dealt hardly with Charlecote's archives, and Mrs. Fairfax-Lucy and many other experts, whose help she acknowledges, have done a miracle of reconstruction from rather obscured sources. The book is admirably produced and illustrated and is well worth careful reading.

THE PLAY'S THE THING

It is a regret to me that I can see so little of the living theatre to-day, and perhaps that fact induces me to imagine that, when I could and did indulge that lifelong interest, those were the great days. I know that I read always with absorbed interest informed and serious criticisms and records of the actors and plays of my youth and middle age. One such is certainly CURTAIN UP, by Sir John Pollock (Peter Davis. 25s.). He is well qualified for the job he undertakes, for he has taken notes of theatrical doings all his life. He came to know many leading actors, dramatists and critics intimately and to discuss the stage from every angle.

He is equally sound and informed when discussing the purpose of the theatre, the actor's art and the construction and variety of plays, himself a playwright and acknowledged critic. He does not shrink from the unenviable task of seeding the world's greatest players, and in his final judgment the Divine Sarah is given place above Duse and Ellen Terry, while he decides that of all English actors, Irving alone in our times can be called truly great. Mounet-Sully, Irving's contemporary, is critically compared with him in that rank.

On Tree and Gerald du Maurier, the author is particularly sound, and he gives a brilliant critique of the famous production of the *Merry Wives* at His Majesty's. I should like to advance the claim of the "best" in the great part of Buckingham for one whom Sir John does not cite—Arthur Wontner. This is a wise, charming and, to me, a nostalgic and exciting book.

John Gore

and authoritative account of the service. The U.S.S.R., they tell us, now has ten times as many submarines as Germany could put to sea in 1939, but they have built no aircraft-carriers. This is a book essentially for the technically-minded serviceman.

ANGRY HARVEST (Gollancz. 16s.) is a novel by two victims of the Polish Security Police (pre-Gomulka vintage). Herman Field and Stanislaw Mierzenski, who came together in captivity under the terrible shadow of privation and interrogation, have written a novel of rare power and concentration. This is a love story set against the background of war, but what is so significant about every page of *Angry Harvest* is that it is so obviously the product of profound and shattering experiences.

If the English hoard words like misers, the Irish spend them like sailors, Kenneth Tynan has said, and as for that broth of a boy Brendan Behan, Dublin's obstreperous poet playwright, he can go on a verbal spending spree that defies all description. In BORSTAL BOY (Hutchinson. 16s.) he tells of the sad, bawdy world of Borstal and prison, the screws, the wide boys, the ponces, the toughs who live in a world based on brute force and ignorance, but neither wholly lacking in humour or humanity nor at times in dignity and innocence. Mr. Behan's breathtaking style has to be sampled and savoured to be believed.

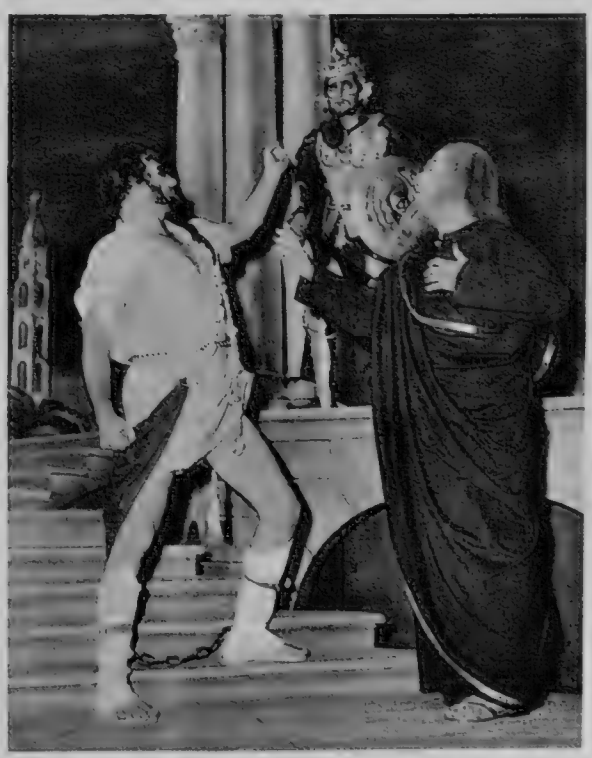
Welcome to PEARS CYCLOPÆDIA (A. and F. Pears. 17s. 6d.) which now appears in its sixty-seventh edition. Several new features are incorporated this year, including a background study of economic problems and a new and informative section on medical matters. The Cyclopædia's reputation that it every year produces something fresh is fully maintained. R. C. E.

HANDEL'S ORATORIO "SAMSON": In the production by the Covent Garden Company at the Grand Theatre, in Leeds, as part of the Leeds Centenary Festival, the Israelite Woman (Joan Sutherland; background, between the arches), laments over the death of Samson lying on the bier (centre). This production of one of Handel's finest oratorios will reach the Royal Opera House in London in mid-November. Nearer at times to pageant than Mozartian opera as we know it to-day, Handel's oratorios beg for stage production. There are many ensembles and choruses and a wealth of dramatic music. But the role of the chorus is purely static. In this production they are grouped to the right and left of the stage, commenting on, rather than participating in, the action. The producer, Dr. Herbert Graf, schooled the chorus to use archaic stylised gestures. "Samson" is full of stirring and typically Handelian music. This was played by an orchestra under Mr. Raymond Leppard; an attempt to reproduce Handelian performing conventions was made. A few arias finished with miniature cadenzas. Jon Vickers sang Milton's words with nobility. Elizabeth Lindermeier as Dalila was successful with the florid, coquettish music given her role.

A NOBLE PRODUCTION OF "SAMSON" AT LEEDS

On left—

"BEDECKED, ORNATE AND GAY": Dalila is surrounded by her attendants and beasts in a scene from Handel's oratorio. Directly behind her is Harapha in his ornate armour. The part was sung by James Pease.



"A LIFE HEROIC": Samson demonstrates his strength to Manoah (Forbes Robinson). Behind is Harapha. The setting and the costumes are by Oliver Messel.

"A DEATH SO NOBLE": The Israelite Woman sings over the bier of the dead and blinded Samson. Handel's favourite oratorio was first performed in London in 1743.

WORLD LAUNCHINGS

The Launching of New Vessels in Britain, Holland, Italy and Japan

AN ANTI-SUBMARINE FRIGATE FOR THE INDIAN NAVY: I.N.S. *Kuthar* enters the water at the shipyard of J. Samuel White and Co. Ltd., at Cowes, after her launching by Mrs. Rajwade, wife of the Military Adviser to the High Commissioner for India in the U.K. She is the third frigate of her type to be acquired by the Indian Navy.

SUCCESSFUL LAUNCH IN HOLLAND: Tugs and various other types of craft are assembled on each side of the 33,000-ton oil tanker *Presidente Juscelino* as she enters the River Noord after being launched from the Yerolme United Shipyard, in Holland. The width of the river at this point is 756 ft. The vessel is 662 ft. long. To enable the launch to be completed without the tanker hitting the far bank, a braking device was fitted. The vanes of the device are operating at the stern. The tanker is the first of seven being built in Holland for an oil company in Brazil.

On left—

READY TO TAKE TO THE WATER FOR THE FIRST TIME: Dressed overall, the *British Light*, the first of three tankers to be built for the B.P. Tanker Company by the Italian shipyard Ansaldo, is seen on the stocks shortly before her launching at Genoa by Signora Mattei, wife of the President of E.N.I., the Italian oil company. The *British Light*, which has a gross tonnage of 35,000, is 682 ft. long and has a 14,000-h.p. turbo-engine giving a full load speed of 16 knots. The B.P. Tanker Company has also ordered three tankers from Cantieri Riuniti Adriatico as part of a plan to build 2,300,000 tons within the next few years, bringing its tanker fleet to a total of 4,700,000 tons.

AN UNFORTUNATE INCIDENT MARS THE LAUNCHING OF A SHIP IN JAPAN: The 20,000-ton tanker *Tsubame Maru No. 3* is seen half in the water at the shipyards at Kobe, in Japan, of Mitsubishi Heavy Industries. On the day before the vessel was scheduled to be launched, she unexpectedly came loose on the stocks and began to slide towards the water. Most of the workmen who were putting finishing touches to the tanker managed to escape but one lost his life and three were seriously injured. As far as can be ascertained, the bolts connecting the panels of the launching slide snapped, freeing the vessel, which slid over 100 ft. before coming to a halt.

A NEW BELFAST TUG LAUNCHED: Watched from the quayside by a crowd of the workmen who had given assistance in her construction, the *Sir Kenneth*, a new tug for the Belfast Harbour Commissioners, is seen as she proceeds down the slipway to take to the water for the first time. The tug was launched from the shipyard of Charles Hill and Sons, of Bristol, after the traditional naming ceremony had been performed by Lady Sinclair, the wife of Sir Kenneth Sinclair, who is chairman of the Belfast Harbour Board.

The 1958 Motor Show

A Special Survey of the 43rd International Motor Show at Earls Court, Where One of the Outstanding Technical Features is the Greatly-increased Use of Both Automatic Transmission and Disc Brakes

By "THE SPHERE" MOTORING CORRESPONDENT

THE DUAL-PURPOSE ROLLS-ROYCE SILVER CLOUD: With a division between the front and rear compartments, it is designed to lead a "double life." It can be used as a business car and at the week-ends, when the glass partition is lowered, as a normal family saloon. The price, including tax, is £6,893 17s. The most expensive car on the Rolls-Royce and Bentley stand at Earls Court is the Silver Wraith Seven passenger limousine by Park Ward, at £8,708 17s.

THE International Motor Show which opened in London last Wednesday is in every way worthy of a year in which the British motor industry is confidently expected to build more than 1,000,000 cars in a period of twelve months. The year now drawing to a close should be a record one for exports as well as production. In the first half of it the industry turned out cars at the weekly rate of 21,180, giving a total for the six months of 550,669. That figure compares with a total of 460,740 in the first half of 1955, the industry's record year for car output so far.

The export picture is equally encouraging. In the first half of 1958 the car firms exported 250,883 models compared with only 204,946 in the first six months of 1957, Britain's record year for car exports to date; a year in which the number of cars sold abroad exceeded the 400,000 mark for the first time. Since the end of June car production and exports have been maintained at such a high level that even the most optimistic salesmen have been surprised. It is true that as I write this there are signs of a slackening in the tempo of production in some of the bigger factories. This must be expected at any year's end in spite of the industry's efforts to equalise production and spread its prosperity as evenly as possible over the twelve months.

Vauxhalls have had to stand off 500 men, Standards have put some of their labour force on short time and there are reports that overtime is being cut in certain other factories. These are sobering developments, but they give no cause for alarm in the industry. We must be prepared for a further cut-back in car production before the winter is through. Just now the industry's tail is right up. No one concerned with the manufacture and distribution of cars in Britain can fail to feel proud and encouraged as he wanders round Earls Court viewing the latest versions of the cars that have made our export achievements possible and the newer models with which the industry hopes to do even better next year. The prevailing optimism was well expressed the other day by Mr. Alick Dick, managing director of the Standard Motor Co. and last year's president of the Society of Motor Manufacturers and Traders, organisers of the Show. "Whilst it may be that on the home market we are approaching a period of seasonal decline in sales," he said, "I am sure that next spring will bring problems of supply rather than of demand. At that time we shall, I think, begin to feel the full impact of cheaper and easier credit and of the general easing of the credit squeeze."

A NEW MODEL FOR THE ARMSTRONG SIDDELEY STAND AT THE MOTOR SHOW: The newly-announced Star Sapphire saloon has Borg-Warner automatic transmission, Girling disc front brakes and Burman integral power steering fitted as standard. It has a 4-litre engine. The total price of the car, including tax, is £2,645 17s.

As at the recent Paris Salon, the British cars on view at Earls Court collectively outshine the products of their chief Continental competitors. In a number of important ways many of them are technically more advanced than their French, German and Italian rivals, and the criticism that British cars look old-fashioned is no longer true. This is a period of styling renaissance for the British motor industry, and while many people may be sorry that some of the leading manufacturers feel it is necessary to go to Italy for their new body shapes, all will acclaim the car chiefs' determination to give their cars more glamour, more *chic*.

There are 530 exhibitors at this year's Show and sixty of them are manufacturers of cars. The international flavour of the exhibition is well maintained, with exhibits from the U.S., Canada, France, Germany, Italy, Sweden, Czechoslovakia and Holland. The importance of this annual Show as a shop-window for the industry can be judged by the number of people who every year pass through the turnstiles at Earls Court. Last year 483,500 people paid to go in. More important, 16,800 visitors came from overseas. They came to see not only the newest cars, but also the caravan, motor-boat and equipment sections of the Show.

As a result of the policy now followed by the leading British car firms of bringing out new models at any convenient time during the year instead of saving them up for the Motor Show, the number of brand-new models at Earls Court this year is relatively small. But they are good ones and it is clear that the overall prosperity of the industry will be enhanced by such cars

(*Continued on following pages*)

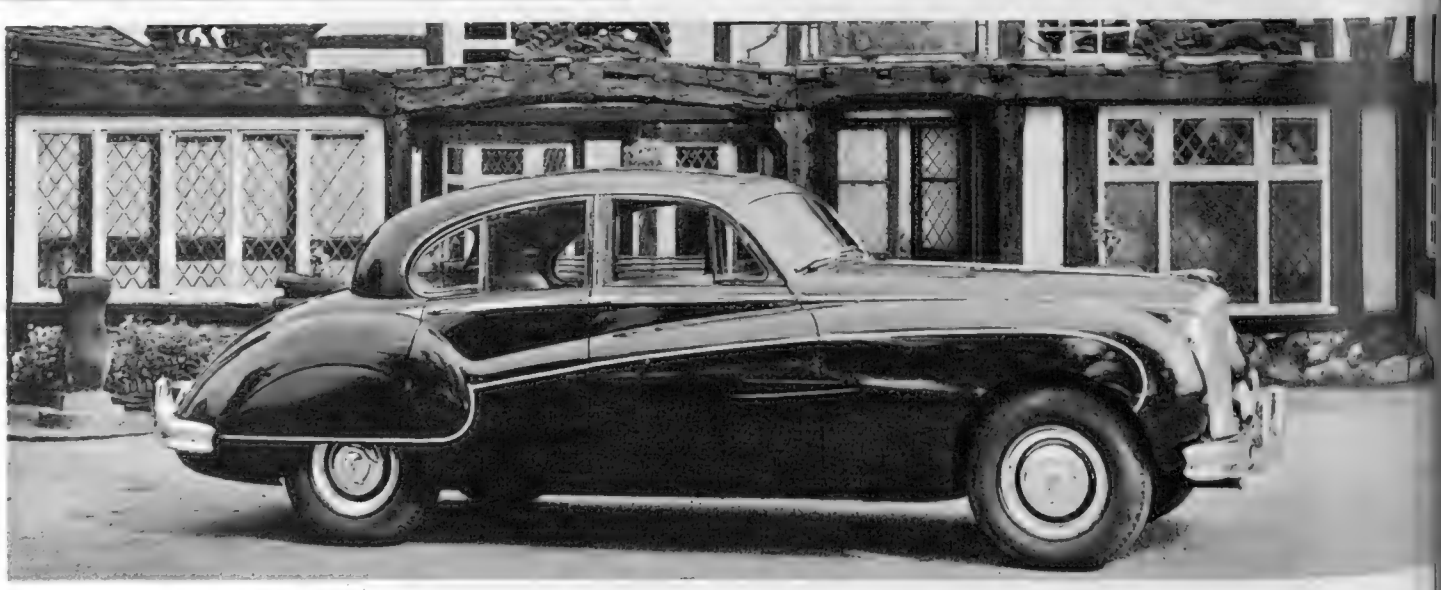
A FRESH APPROACH TO DESIGN : The new Austin A.40 saloon has a compact external appearance. The extended roofline encloses the boot, allowing generous seating and luggage capacity. The saloon costs £676 7s., including tax, without de luxe extras.

A FAST AND COMFORTABLE SALOON : Powered by a 6-cylinder engine, producing 102 b.h.p. at 4,600 r.p.m., the Austin A.105 is capable of speeds up to 100 m.p.h. Overdrive is a standard feature of the gear-box. The price is £1,235 17s., including tax.

IN NEW COLOURS : The Vauxhall Victor Super is now obtainable in black, blue, beige, silver-grey, green and red. The upholstery is in pleated Vynide. The exhaust pipe has been repositioned and is now under the rear bumper on the near side. A double-skinned silencer is now fitted. The price is £781 7s., including tax.

On left—

INCREASED POWER : The Daimler Majestic 3·8-litre saloon's power unit develops 147 b.h.p. at 4,400 r.p.m. Automatic transmission is fitted and disc brakes on both front and rear wheels. There is accommodation for six people. This new saloon was first announced last July. The price is £2,495, including tax.



On right—

A NEW JAGUAR : The Mark IX saloon is the latest addition to the range and has several new mechanical features. The engine is a new unit of increased capacity, developing 220 b.h.p. and provides quick acceleration. Dunlop disc brakes with easily detachable pads and Burman power steering are also available. The price is £1,994 17s., including tax.

THE 1958 MOTOR SHOW

(*Continued from previous page*)

as the 2·6-litre Humber Super Snipe, the 3·7-litre Aston Martin DB4, the 948 c.c. Austin A.40, the 3-litre Rover and the 2·2-litre Bristol 406. To this list of new models must be added the Jaguar Mark IX saloon and the Armstrong Siddeley Star Sapphire (improved models respectively of the Mark 8 and the Sapphire 346, with bigger engines, disc brakes, automatic gear-boxes and powered steering); the better-looking Standard Vanguard and Ensign models; and the more powerful Hillman Minx (which now has a 1½-litre engine).

There will be a welcome from all for the handsome new 3-litre Alvis, with coachwork styled in Switzerland by Graber and built in England by Park, Ward and Co.; and the new 3·8-litre Daimler Majestic, announced last July, is making its first appearance at any Motor Show. While the Alvis stages a come-back I must regretfully record the temporary retirement of the Lagonda, but Mr. David Brown has explained that after concentrating on Aston Martin production for a bit, a new Lagonda "of advanced design and high performance" will be announced in due course. One of the outstanding technical features of this year's Show is the greatly increased use of both automatic transmission and disc brakes. Britain is a long way ahead of her Continental rivals along these important avenues to easier and safer motoring.

The Borg-Warner automatic gear-box, consisting of fluid coupling and epicyclic gear trains, has made tremendous headway since production was transferred from the U.S. to the American-owned firm's new plan at Letchworth, Herts. Their automatic transmission i now available on twenty-five different models: the 3-litr Alvis, Armstrong Siddeley Star Sapphire, four Austins two Daimlers, two Fords, two Humbers, seven Jaguars Riley Two-Point-Six, Rover 3-litre, two Standards Wolseley 6/90 and Germany's Mercedes-Benz 300. Th lowest-powered cars among all these are the 2¼-litr Humber Hawk and the 2-litre Vanguard.

There is promise that next year a smaller Borg-Warne automatic gear-box, suitable for cars around 1,500 c.c. will be available. Other firms are busy developing auto matic transmissions for small family saloons, notab Smiths Motor Accessories Ltd. and Hobbs Transmissio Ltd. (now owned by Daimlers). Smiths' robot gear-b is based on an electro-magnetic clutch in which me "powder" freezes solid when an electric charge is pass

A NEW LOOK FOR THE VANGUARD : The 1959 model is known as the Standard Vignale Vanguard ; the car has been restyled by the Italian specialist, Michelotti. The new ribbed-wheel-discs are of anodised aluminium. The price is £1,043 17s., including tax.

ALSO RESTYLED : The Standard Ensign has undergone alterations as has the Vanguard. A second sun-visor, water thermometer, front-seat centre arm-rest and mileometer trip recorder are now fitted, with no addition to the price—£899 17s., including tax.

A DISTINCTIVE CAR : The 3-litre Rover is a new addition to the well-proven range of cars. It has a 6-cylinder engine of 2,997 c.c. developing 115 b.h.p. The saloon has a richly finished interior, and Borg-Warner automatic transmission is available. The price is £1,763 17s., including tax.

NEW COLOURS AND UPHOLSTERY : The 6-cylinder Vauxhall Cresta is available in a new range of colour combinations—Ivory with Royal Glow (deep pink), Royal Blue, Charcoal Grey or Haven Blue. Leather or nylon-and-Elastofab upholstery is available in new colours. The wheels are finished in ivory. The Cresta's price is unaltered at £1,073 17s., including tax.

A SMALL, HIGH-PERFORMANCE CAR : The Riley One-Point-Five is powered by the B.M.C. "B" series engine developing 68 b.h.p. at 5,400 r.p.m. It has a top speed of nearly 90 m.p.h. It seats four people and the boot is exceptionally large. The price is £863 17s., including tax.

LUXURIOUS AND DIGNIFIED : The new Humber Super Snipe can accommodate six people. The 6-cylinder engine of 2·6 litres enables speeds of more than 90 m.p.h. to be reached. The Super Snipe saloon costs £1,493 17s., including tax.

through it. This device is already used as an automatic clutch, notably on the Peugeot 403, for whom it is built under licence in France by the Jaeger instrument company. The smallest and cheapest "automatic" car in the Show is the Dutch DAF, a four-seat saloon with a 600 c.c. twin-cylinder, four-stroke engine which drives the rear wheels through two V-belts revolving on pulleys which expand or contract to alter the drive ratio automatically according to road and engine speed.

There is also plenty of evidence at Earls Court of the tremendous strides made by the Laycock de Normanville overdrive unit. This is now offered, as a standard fitting or optional extra, on a large number of British models. It has now been adopted by a foreign car firm, the French Simca concern, who use it on their V-8 models to give a form of semi-automatic transmission called "Rushmatic." On the Simca models so equipped there are two push-buttons on the facia. If the driver presses the button marked "Rush," the car will automatically change up into overdrive top when a road speed of 70 m.p.h. is attained, changing down to normal third when the speed drops to 55 m.p.h. When the driver selects the button marked "Route," fourth gear is engaged at 30 m.p.h. While on the subject of automatic transmissions it is interesting to note that Armstrong Siddeley, who formerly used only the Hydramatic system manufactured in this country by Rolls-Royce, have adopted the Borg-Warner gear-box for their new 4-litre Star Sapphire; and that the Rover Company have also adopted the Borg-Warner box for their new 3-litre saloon, having dropped their own Roverdrive system.

The use of a three-speed, all-synchromesh gear-box on the new Humber Super Snipe has aroused a good deal of discussion among the technically-minded. To many critics it seems a retrograde step to give a car of this calibre only three ratios. I should imagine the Rootes Group engineers originally intended that the car should be fitted with Laycock overdrive as standard equipment. This useful device is offered as an optional extra. It works on the two top gears and so gives a choice of five ratios. It seems likely that most buyers of the Snipe who do not go for the automatic box will have an overdrive fitted. Incidentally, what excellent value for money the new Snipe represents. The basic price is only £995. When the Snipe first appeared in 1935, it cost £650. The increased cost is fantastically small having regard to the reduced purchasing power of the pound.

Diesel engines, now used so extensively in commercial vehicles, have made no headway in the car field. The only real advance is the use—on a take-it-or-leave-it

(Continued on following pages)

IDEAL FAMILY SALOON : The Morris Oxford, which costs £884 17s., including tax, combines a pleasing, modern body styling with obvious sturdiness. It is powered by the well-proven B.M.C. " B " series engine developing 55 b.h.p.

HIGH REPUTATION FOR SPEED AND SAFE HANDLING QUALITIES : The new Aston Martin DB4 is claimed to have the highest performance of any four-seater production car, accelerating from standstill to 100 m.p.h. and back to a stop in less than thirty seconds. A top speed exceeding 160 m.p.h. is attainable, with 130 m.p.h. in third and 90 m.p.h. in second gears. The engine is a 6-cylinder of 3·7 litres capacity with twin overhead camshafts, twin S.U. carburettors and a 7-bearing crankshaft. A David Brown four-speed all-synchromesh gear-box is fitted and also Dunlop disc brakes to the four wheels. The model is priced at £3,976 7s., including tax. The Aston Martin DB Mark III models (saloon and drophead coupé) continue unchanged but with the addition of a hydro-booster for the brakes which gives extremely sensitive response with very light pedal pressure.

On left—

A CAR OF DISTINCTION : The replanned interior of the 3-litre Alvis provides more head- and leg-room, especially for rear passengers. Although the front seats can be tipped forward, it is possible for passengers to enter the rear without disturbing the front-seat occupants. A one-piece rear window has been incorporated on the saloon, with slightly less wrap-round than before, and the rear quarter lights, which can be opened for ventilation, have been reshaped. The production of the bodies of both the saloon and drophead coupé models has been taken over by Park Ward and Co. Ltd., who have incorporated a number of improvements to the attractive lines. The price of the luxurious saloon is £2,993 17s., including tax, while the drophead coupé model costs £3,293 17s. with tax.

SLEEK, SMART AND FAST : The two-tone coloured Singer Gazelle convertible is one of Britain's lowest priced (£998 17s., including tax) smaller luxury cars. It can rapidly accelerate to a speed of more than 80 m.p.h. The fuel tank has a capacity of ten gallons.

HANDSOME HILLMAN : The 1,494-c.c. overhead-valve engine fitted in the new Minx range gives an all-round improvement in performance, as well as giving increased fuel economy and a longer engine life. Price, including tax, is £898 7s.

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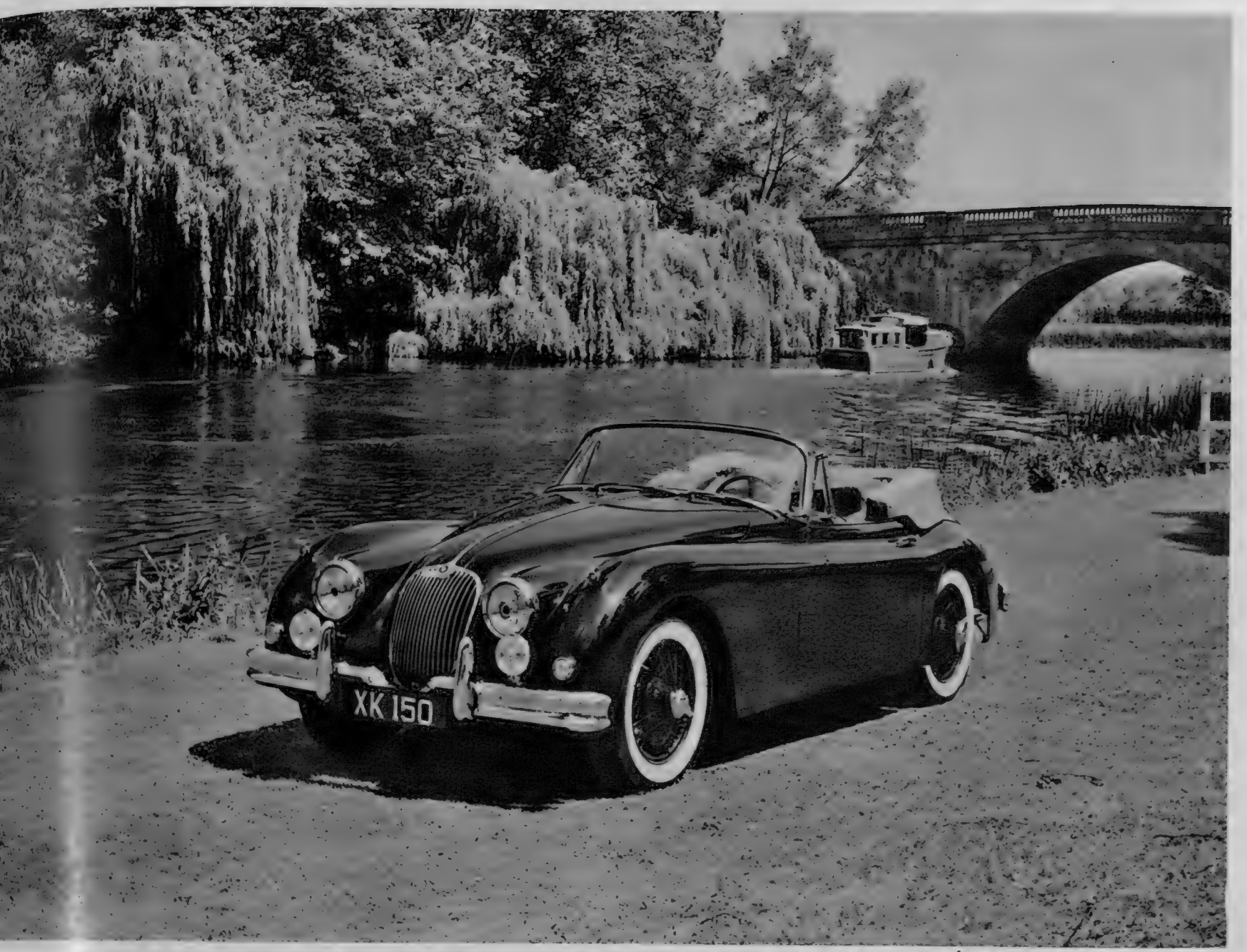
basis—of a 2·2-litre diesel by the Austin Motor Co. in their new Metropolitan taxi, which is not available with a petrol engine. Germany, with the Daimler-Benz organisation in the forefront, still runs ahead of Britain in the use of compression-ignition engines in cars, and the Stuttgart firm recently announced that their 1·9-litre saloon can now be had with a diesel unit. It has been left largely to Daimler-Benz to pioneer the use of direct fuel injection in place of carburettors on production saloons. In addition to the " 300 " Mercedes, fuel injection is now available on the 220S. In this form it is known as the 220SE. This system of fuel metering gives the 220SE a 9 per cent. increase in acceleration. In Britain it costs £400 more than the 220S, which continues in production. The fuel system of the 220SE incorporates a mechanical governor: a kind of robot " brain " which feeds more petrol to boost cold-engine performance; stops the petrol supply when decelerating, to save fuel; cuts the petrol supply when the outside air temperature rises ; and adjusts the petrol-air ratio to suit varying altitudes.

There are all too few signs, at the Show, of British progress in the development of independent rear springing, though many British automobile engineers are known to be working hard on this problem, and it is expected that next year at least one of the " Big Six " will announce new, relatively low-priced models which will have this aid to road-holding and passenger comfort. Here is another negative note: I should have expected more firms, by now, to follow the example of people like Rovers and cut the number of greasing points to a minimum by wider use of rubber bushes and pre-greased bearings. You would almost think the car firms are afraid of taking maintenance work away from the garages, though goodness only knows how difficult it is to make a booking in the lubrication bay of any service station.

On the whole, the industry seems to have learnt its lesson in the realm of after-sales service. The organisation for keeping dealers all over the world adequately and swiftly supplied with spare parts of all kinds and with full documentary details of any mechanical modifications has improved tremendously in the last few years.

Home prices, on the whole, have remained steady and the Rootes Group have even been able to knock a few pounds off the price of their Hillman and Singer estate cars. As regards styling, it seems that curves and bulges have given way to a clean-cut angularity of line that I



THE TWO-SEATER JAGUAR XK 150 DROPHEAD COUPÉ: It is available on the home market at a price, including tax, of £1,793 17s., and is powered by a 3½-litre 210 b.h.p. engine. The car has low, long lines and the interior is equipped luxuriously.

R THE PROFESSIONAL MAN: The Ford Zephyr is one of Dagenham's "Three Graces," the other two being the Consul and the Zodiac. The 6-cylinder vehicle is driven by an o.h.v. 2,553-c.c. engine developing 85 b.h.p. Price, including tax, is £916 7s.

SPORTING THOROUGHBRED: The 120 m.p.h. MGA Twin Cam is fitted with a twin overhead camshaft engine and disc brakes. The Twin Cam has all the traditional M.G. features and is offered in open and coupé form. The former costs £1,265 17s., with tax.

nd refreshing. The new A.40, styled by Pinin Farina, a good example of this. Full-width radiator grilles re in vogue. Visibility in many of the 1959 models has een further improved by the use of slim pillars and larger creens and rear windows. More and more manufacturers re using stainless steel in place of chrome and recent eductions in the price of this material are likely to stimuate this sensible fashion. Because stainless steel cannot lake or chip, it is now being employed increasingly for uch items as radiator grilles, screen and window channels nd hub-caps.

Let us run through the leading British car ranges at he Show. First, the Big Six. The only really new model rom the British Motor Corporation is the 948-c.c. Austin A.40, which combines the virtues of saloon and estate ar in a new motoring concept and uses the engine and other mechanical features of the A.35, which continues in production. This is an outstanding little car which proves that the Corporation now realises the need for good looks as well as mechanical reliability.

Of the Nuffield models on show, two—the Riley One-Point-Five and the Twin Cam MGA sports car—are making their London Show debut. Ford of Dagenham, whose £65,000,000 modernisation and expansion scheme is now almost complete, continue their existing range almost unchanged, from the £444, never-say-die Popular to the £1,344 Zodiac estate car. The Rootes Group proudly present their new £1,494 Humber Super Snipe, a richly-finished six-seater saloon with 2·6-litre, 6-cylinder engine which gives the car a top speed of around 90 m.p.h. The 2¼-litre Humber Hawk, which uses the same body shell as the Snipe, has been given a burr walnut facia and door cappings in the 1959 model. The Hillman Minx, with a bigger, 1½-litre engine, makes its first London Show appearance

Like the Austin Motor Co., Standards have gone to Italy for advice on styling, with the result that the 2-litre Vanguard and 1·6-litre Ensign have taken on a sleeker, more elegant look, inspired by Eugenio Michelotti. This has been achieved without the expense of a major re-tooling operation. The windscreen and rear window are deeper, there is a new radiator grille and other new features include revised rear lamp clusters and ribbed wheel discs in anodised aluminium. The 1959 Ensign is better equipped and the smaller Standard models have been given a petrol reserve, an organ-type accelerator pedal and a new range of colours.

Vauxhalls, like Ford, are following a policy of "No change" except for colour schemes and upholstery. At the Show pride of place on the Vauxhall stand goes to a 6-cylinder Cresta finished in one of the new colour combinations: Royal Glow (a special shade of pink) and

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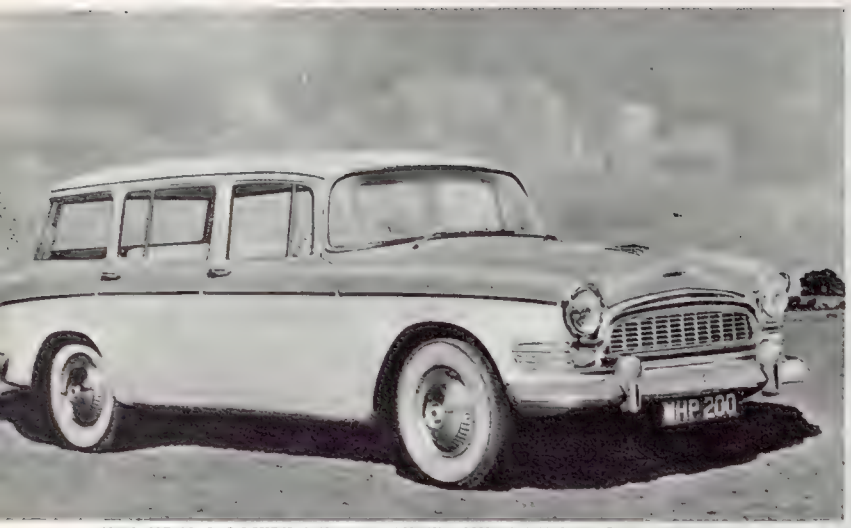
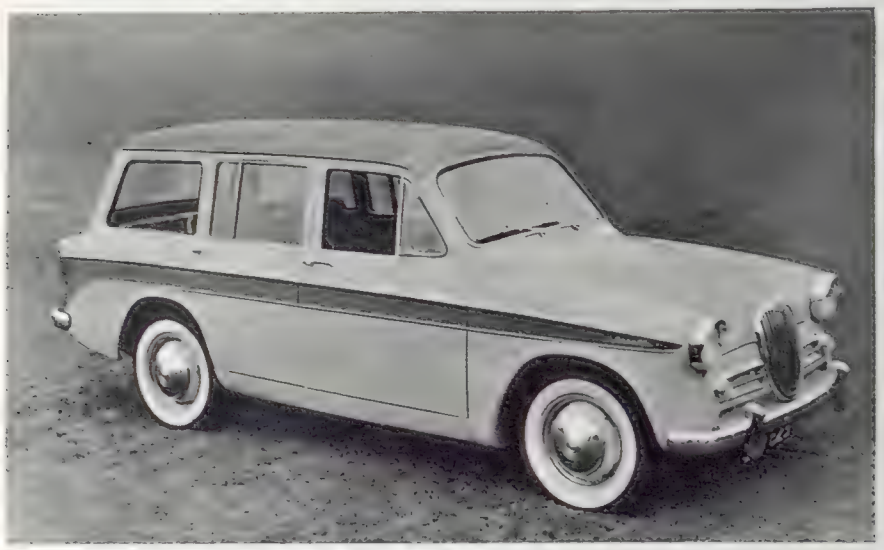


THE NEW 2·6-LITRE HUMBER SUPER SNIPE ESTATE CAR : With the rear seat folded down, it has a load-carrying space of 56 cu. ft. and loading is made easy by the divided full-width tail gate. The car, which has a maximum speed of over 90 m.p.h., costs £1,741 7s., including tax.

THE TRAVELLER MAKES A GOOD COMPANION : The Morris Minor 1000 Traveller, with a B.M.C. "A"-type 950 c.c. power unit developing 37 b.h.p., has 20 cubic feet of carrying space with a folded rear seat. The cost, with tax, is £708 12s.



DIGNIFIED AND ELEGANT : The latest version of the Singer Gazelle estate car retains the 1½-litre o.h.v. engine which, when introduced, increased its performance and economy. The new overall cost is £998 17s., including tax. This is a reduction of £45.

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ivory. Both the Cresta and Velox now have a central arm-rest for the front seat.

Jaguar and Armstrong Siddeley are both showing more powerful versions of their present big saloons: the 3·8-litre Jaguar Mark IX (with Dunlop four-wheel disc brakes and powered steering included in the price of £1,995, and with automatic gear-box or overdrive offered as optional extras); and the 4-litre Armstrong Siddeley Star Sapphire (with automatic gear-box, disc brakes at the front and powered steering offered for an all-in figure of £2,646). On the Jaguar stand, too, is a sample of the XK150 open two-seater, now available on the home market. In its simplest form it costs £1,763 17s.

Mr. David Brown offers for the first time a range of three Aston Martin models: the sensational new 3·7-litre DB4 (a four-seat, £3,976 saloon with disc brakes all round which accelerates to 100 m.p.h. and brakes to a standstill in 30 seconds); and saloon and drophead coupé versions of the DB Mark III (which now has the ingenious Baldwin hydro-booster system for the brakes).

The new 3·8-litre, 100 m.p.h. Daimler Majestic saloon, announced last July but making its first appearance at any Motor Show, is a true six-seater with a wider rear seat (62 ins.) than any other standard production car I know of. For £2,495 the Majestic has disc brakes all round and automatic transmission. The 4½-litre Daimler limousine (£4,195) now has more room for the chauffeur.

The new, £1,764 Rover saloon has brand-new styling and more passenger room than the older models, which continue at slightly increased prices, with only minor changes, including a new radiator grille. The car does nearly 100 m.p.h. and is the most expensive model in the Rover range. With Borg-Warner transmission it costs £1,921. Technical features include the use of partial unitary construction, with a weight-saving, abbreviated chassis frame at the front to carry the engine, radiator, front suspension and steering. Front suspension is by laminated torsion bars.

Looking at all the glittering British Show models, you can't help feeling they represent an industry which is very much on its toes. If you talk at Earls Court to the back-room boys in unguarded moments you will hear things about future plans which cannot fail to bring a tingle of excitement to the spines of all true motoring enthusiasts.

SUITABLE FOR WORK AND PLEASURE : The Ford Consul conversion is by E. D. Abbott Ltd., of Farnham, Surrey. Depending on the position of the rear seat, each model provides either 36 cu. ft. or 66 cu. ft. of luggage space, supplemented by a roof rack. The price is £1,141 7s., including tax.

On left—

A COMPLETE HOME ON WHEELS : The Dormobile four-berth caravan is built on the Thames 15-cwt. chassis by Martin Walter Ltd. A folding roof panel, made of translucent reinforced fibreglass, provides ample standing space when the van is stationary. The vehicle, which is exempt from any tax, costs £874.

PRACTICAL THOROUGHBRED : Like the new Standard Vignale Vanguard, the estate car shows the first influence of the work of one of the leading Italian stylists, Michelotti. His skill has given a completely new look by comparatively minor changes to this thoroughly proved and rugged vehicle. The price, including tax, is £1,148 17s.

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PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

Beauty Competition in Cars: The Accent on Styling

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

IT is two years since I was told at the Pinin Farina works in Turin that its chief, the world's most famous designer of motor bodies, had been spending a good deal of time on drawings for "one of your best manufacturers in the Midlands": Signor Farina is nothing if not discreet. It must have been several months previously that Sir Leonard Lord, of the British Motor Corporation, had asked Farina's help in styling a range of B.M.C. cars of which the first, Austin's A.40, was announced about a month ago, and is making its formal debut at the Paris and Earls Court Motor Shows. The process of translating a design on paper, through the successive stages of clay model, wood and plaster mock-up, and hand-built prototype, into a practical motor-car—and then "designing the pennies out" of its production costs, and tooling-up to run—is a lengthy business.

This introduction of a new A.40 has been perhaps the outstanding alteration in the ranges of cars that British manufacturers are offering at Earls Court for 1959, because the elegant little car is being taken as a portent. It is in itself original, capturing the hard-working virtues of the estate car within the sophisticated lines of a town saloon; but the industry is considering its implications as the first sally in much more aggressive competition from B.M.C.

The British Motor Corporation was formed at a time when its two American-controlled rivals in this country's car industry, Ford and Vauxhall, had for some time been increasing their share of the British market and were beginning to prepare huge expansion programmes. Sir Leonard Lord said in 1954 that he "was not prepared to bandy millions" with Detroit, although capital expenditure since the Austin and Nuffield motor empires did come together must have totalled more than £35,000,000. Even so, the merger, which took a long time to bring to full fruition, did enable the new corporation to achieve a considerable increase in its productive capacity and efficiency at a lower cost than Ford or Vauxhall have had to pay. But B.M.C.'s efforts in producing new designs have been confined until this year mainly to its sports and medium-priced cars, the Austin-Healey, MGA, Riley and Wolseley ranges. The A.40 is being taken as signalling successive changes in its main Austin and Morris ranges, where it really competes with Ford and Vauxhall; and as promising outstandingly good looks. These, perhaps above all else, sell cars. In recent years, in Britain's popular ranges, the Americans have on the whole had the better of them. Recruitment of Farina as an exclusive consultant to B.M.C. may well change that.

The current ranges of popular-priced cars, and those next to come, will feel the crunch of heavier competition from foreign cars as well. Whatever the form in which a free trade area finally comes to pass, every British manufacturer has to assume that from 1959 onwards it is likely to become progressively easier for European cars to compete in the British market—though easier, too, for him to reach Continental buyers. The West European market is one of the richest and most rapidly expanding markets for motor vehicles: it is one in which the British product is considered without prejudice but very coolly. To-day Continental factories make cars in every size and style that Britain does, plus some in the very small sizes where British makers still hardly compete. To sell in the European market a British car has to meet exacting demands of price, performance and style. Style, perhaps, in particular: fairly or unfairly, the Continental buyer has often considered British body designs staid and unadventurous. Recourse to Italian designers, to whose craftsmanship the pendulum of fashion has awarded the undoubted leadership of car styling in the '50's, is one way for British makers to dispel that stuffy reputation.

Approaches to car styling vary with the company. Ford, which in the range of Consul, Zephyr and Zodiac models introduced a few years ago, has had in many people's judgment the most handsome lines of any large popular-priced car built in Britain since the war, gets the "package"—i.e., an outline specification of size, power, weight and price—from Detroit, but has now very considerable freedom to use the largest design and styling department in the British motor industry according to its own judgment of what the final car should be. Vauxhall is generally believed to take rather more advice from its American parent. But both companies have to bear in mind some co-ordination of their designs with their cousin companies on the Continent, Ford of Cologne and Opel. Freer trade with Europe may indeed tend to make this co-operation even closer.

Among the British companies, until B.M.C. consulted Farina, Rootes paid perhaps more attention to styling than any other popular-priced car manufacturer. This family group began as salesmen of cars, only later "buying backward" into manufacture. It has always displayed a special flair for suiting its own special "race" of customers with cars which are never the cheapest of their size but always offer some extra convenience and comfort, plus unassuming good looks, for the extra money. This year's Super-Snipe is a characteristic example.

Competition at the level of style—and in an industry where the mass-produced car of to-day is at a level of engineering efficiency that custom-built cars hardly attained before the war, there is nothing meretricious about the main competitions being in style—cannot in Europe reach the intensity of annual model changes and artificial obsolescence that it does in the United States. There have been signs in recent years, indeed, that not even Detroit can afford the heavy tooling costs for annual changes of complete models, and is contenting itself with minor "face-lifting" at least one year in two.

Vauxhall has produced two new models within the last three years. The Ford Motor Company is no doubt preparing its successors to its larger range, but these have probably some years' good sales still in them. In the meanwhile, it may well be replacing its long-lived "Popular," still the cheapest conventional car in the world. Whether B.M.C. will seek to slip new ranges of its medium and larger cars into the next couple of years remains to be seen. This is not only a matter of decision and design, but also of capacity and demand. Most of the new and extended production facilities planned by Britain's motor industry in 1953-54 are now complete, with the exception of Ford's huge new "paint, trim and assembly" building at Dagenham. All of the "Big Five" manufacturers have or will have by the middle of next year the capacity to extend their output even further—beyond the 1,000,000 to 1,100,000 cars likely to be produced this year.

Demand this year has been better than anyone, including the motor industry itself, quite expected; the motor industry has been the main expansive force buoying up a slackening economy. After the phenomenally successful selling season of the spring and summer, motor manufacturers are expecting the seasonal slump in sales this year to be more marked than for some time, and the restrictions on demand in certain Commonwealth markets, which ordinarily take their main supplies in the winter and thus even out pressure on the car factories, are causing some concern as well.

Opinions are divided, again, about sales next spring. The motor industry is one of the trades most heavily burdened with purchase tax—though its burdens this year have not prevented an impressive performance. With slack elsewhere in the economy and much argument for a stimulus from the Government, there must be hopes of some relaxation in purchase tax (particularly, the industry believes, the tax on commercial vehicles, about the only form of business equipment that pays purchase tax).

But if throughout the country there should be widespread expectations of such a cut in the next Budget, while the Chancellor stays primly silent, it could have an adverse effect upon the industry's usual quickening of sales on the home market before Easter. The motor industry is used to goads and curbs from Whitehall. Over the years, it has often been selected as the scapegoat for economic misfortunes. This winter it is hoping that it might be vouchsafed some indication in advance of any changes in tax treatment that the Government may hope to administer. And from the point of view of the whole economy as well as of motors alone, there is a lot to be said for some pronouncement before the winter is over.

THE NEW B.M.C. ENGINEERING CENTRE: At Longbridge, Birmingham, is the recently opened block used to co-ordinate production planning for the British Motor Corporation. Built at a cost of £350,000, the centre was officially opened by Mr. Harold Watkinson, the Minister of Transport. It was constructed in less than twelve months' working time and occupies a 400-ft. frontage along the main road. Special attention was given to the acoustics, heating and natural and artificial lighting. A total area of some 14,000 sq. ft. of glass is incorporated in the structure. The block comprises three main floors and a lower ground floor. The ceilings are lined with non-inflammable sound-absorbent tiles. Continuous lines of fluorescent bar lights give a high intensity of artificial light when required. The central heating is controlled automatically by a system of time switches and thermostats. Housed in the centre are departments for the co-ordination of production planning, tool design, works engineering, electronic design and development. Other departments are concerned with the utilisation of machine tools and press capacity, planning for service components, the handling of materials and the provision of information for overseas plants.

THE ISLE OF SHEPPEY'S NEW BRIDGE

The new Kingsferry Bridge over the River Swale between the Kentish mainland and the Isle of Sheppey is now rapidly taking shape. The picture *on right* shows some of the cranes which are being used by the civil engineering contractors, John Howard and Company Limited, to lift and lower materials on the site. On the right of the picture a lorry is proceeding along the old road-rail lifting bridge, which is being replaced by the new bridge. This has become necessary owing to the increase in the size of the vessels using the Swale and the damage caused to the old bridge by ships passing through the cramped fairway.

In the design for the new bridge the fairway will be increased to a width of 95 ft., as the structure will contain a vertical lifting span in the centre. This will be carried on four reinforced concrete towers about 100 ft. high and the clearance from high water to the underside of the raised section will also be 95 ft. The bridge, due to be completed by 1960, will be 650 ft. long. It will consist of two main piers flanked by approach piers on each side, with shore abutments and new approach roads nearly three miles long. It will have an overall width of over 50 ft., including the railway track, a 24-ft.-wide roadway and a 6-ft. path.

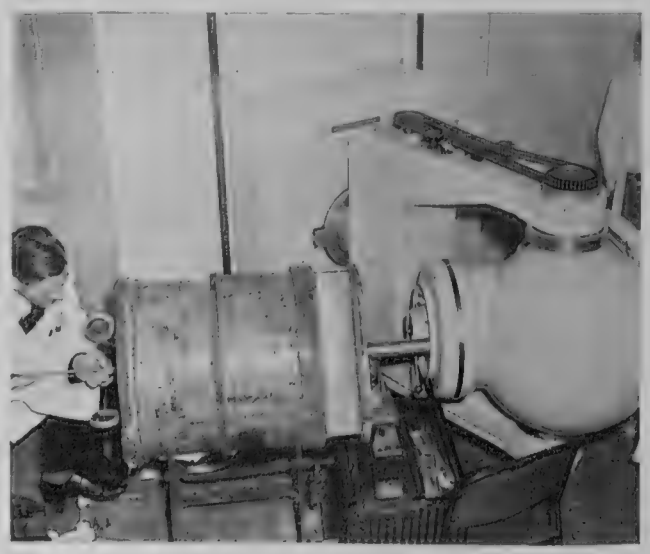
BRIDGEWORK IN KENT: Looking down into the cofferdam being used during the construction of the large concrete bases for the new Kingsferry Bridge, on the Isle of Sheppey side of the river.

A NEW RUSSIAN CANAL-BUILDING MACHINE

Workmen in the Soviet Union put into operation an enormous new machine for use in the construction of canals. The Russians claim that the ingenious piece of equipment is capable of facing the angled sides and the bottom of a canal with concrete, nearly a foot thick, at the rate of 1,800 square yards a day. The machine is 137 ft. long. The power unit is provided by sixteen electric motors operated from the driver's control desk.

RADIOACTIVE COBALT IN CENTRAL LONDON

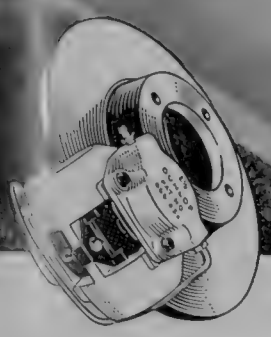
The pictures *on left* and *below* show two stages in the transfer of a 2-oz. cobalt "pencil" from a 2-ton lead-filled container into the Cobaltron at the London Clinic, in Devonshire Place. The radioactive material, equivalent to 2¼ lb. of radium—an amount almost equal to the total known world supply in 1939—had been transported from Harwell to the Clinic in a special lorry. On arrival at Devonshire Place, the container was unloaded with the aid of a 2½-ton crane. The Cobaltron into which the cobalt pencil was placed is used for treating malignant and non-malignant diseases. This unit, the first British-made full-size Cobaltron, was installed at the London Clinic in December of 1956. Since that time, over 4,000 treatments have been given. Although the London Clinic is a private nursing home, it is run wholly for the benefit of its patients or the promotion of medical science. Any financial surplus is used to these ends and in consequence patients from St. Bartholomew's Hospital have received extensive treatment by the Clinic's Cobaltron. Over a period of twelve months which ended in June, 1,008 patients from St. Bartholomew's were treated and 1,548 from the London Clinic. The cobalt delivered to the Clinic had been at Harwell since August Bank Holiday Monday, the day that it had arrived in England from one of the leading atomic laboratories in the U.S.A.



And now the

JAGUAR

mark IX *nine*



The utmost safety at the high speeds provided by the Mark Nine is ensured by Dunlop Disc Brakes which are fitted to all four wheels.

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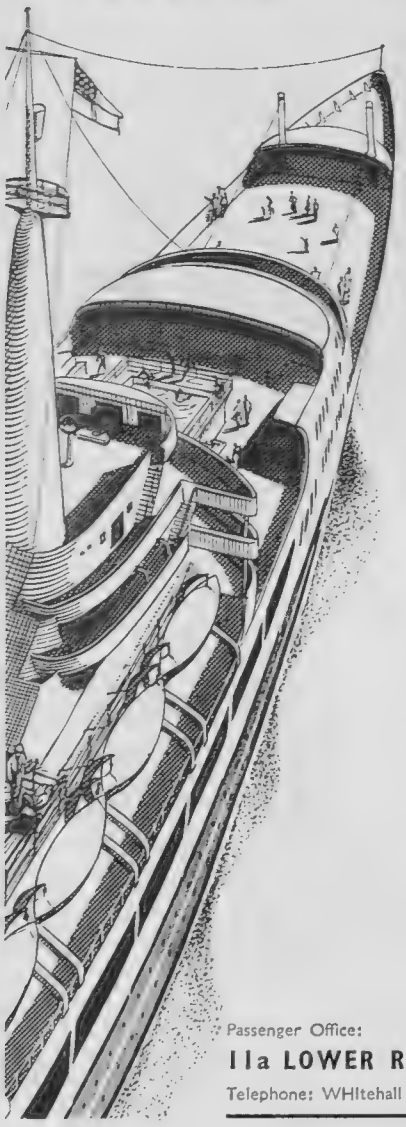

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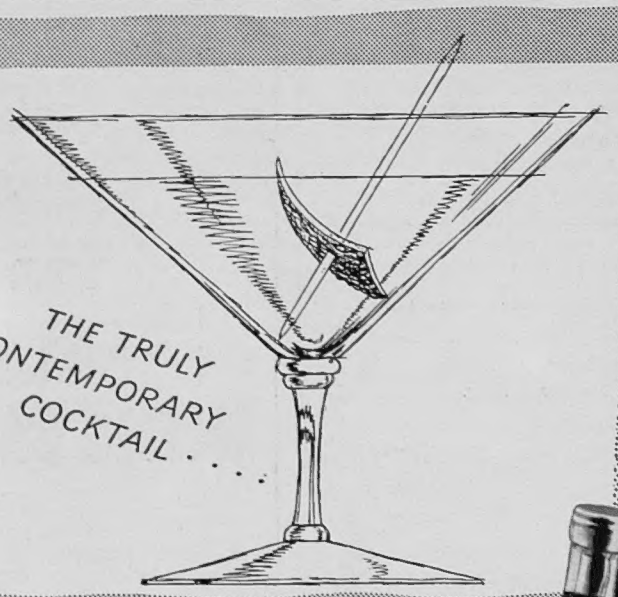

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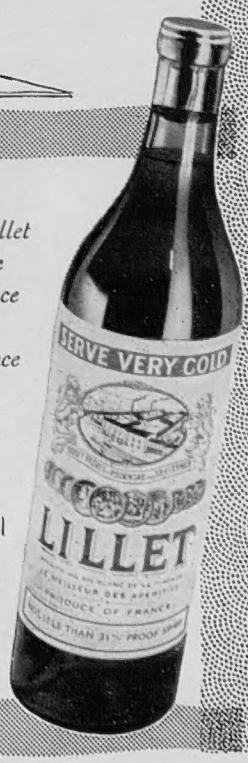

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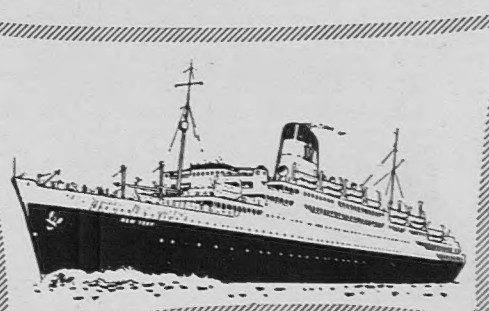

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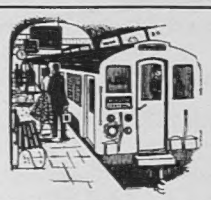
British Achievements Speak for BRITAIN

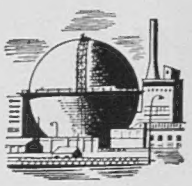
Mechanised Production
Mechanisation in factories stems from Hargreaves' Spinning Jenny of 1766, the origin of all machine-powered production processes.

Nursing
The initiative and humanity of a British woman, Florence Nightingale, led to the founding of the first organised nursing services in the world.



Underground Railways
London's underground railway system pioneered mass transport beneath the streets of great cities in 1863. Electric power was introduced in 1890 replacing steam.

Undersea Cables
The Dover-Calais cable of 1850 pioneered under-sea telegraph communication, a field in which Britain remains pre-eminent to this day.



Nuclear Energy
The first artificially-induced nuclear reaction took place at Cambridge, England, in 1932. British development of nuclear energy for industry has borne fruit in the world's first atomic power stations.

Operation Britain

This organisation aims to tell the real story of Britain's achievements, to claim for the British people and for British industry the credit that is theirs: and by doing so to reinforce Britain's prestige throughout the world to the benefit of our trade and our standard of living.

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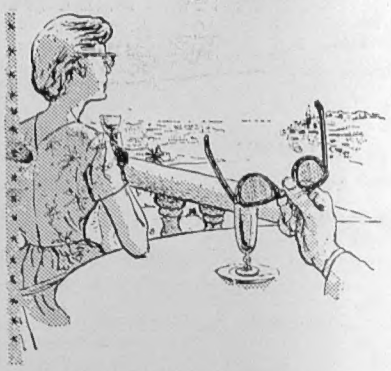

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IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him, c/o The Editor, THE SPHERE, *Ingram House, 195–198, Strand, London, W.C.2.*

AUTUMN HINTS. In recent years British hotels have become increasingly busy in October. This is due to a variety of reasons; the public have tumbled to the fact that autumn is one of our most reliable seasons from the weather aspect, parents of children at boarding schools feel they now need a rest after the school holidays and the countryside often looks best in the Fall of the year.

One year we explored Yorkshire in October and recall the bursts of colouring that enriched the landscape as I motored around Wharfedale and Ilkley. At Ilkley I discovered Craiglands Hotel and after an overnight stay entirely endorse the statement on their brochure that "it is well worth the journey." Comfortable modern bedrooms, many with excellent views, private bathrooms and radio, bright cheerful lounges, cocktail bar and a large restaurant offering well-chosen menus with a good choice, are the main points. It was well summed up by one of our readers, who said—"I have not been in such a comfortable, clean and pleasant hotel for a long time."

In the country and yet close to the main industrial centres—Bradford, Leeds and Huddersfield are all within twenty miles—Ilkley is also well placed for the north-south motorist, as it is one of the few hotels on the halfway mark between London and Edinburgh. Although coach tours in the summer, and conferences and other functions in the winter are important features, transient guests will find that they do not intrude but rather act to their advantage in that rooms are available for them at short notice.

Finally, I must make mention of Craiglands as a touring centre. Ilkley Moor adjoins the 9-acre hotel grounds, and the Yorkshire Dales and Pennines are to the north and south, with the unspoilt charm of the English Lake District and its environs to the west.

In my last article I wrote about East Anglia, but was so engrossed with Suffolk that there was little space in which to mention Norfolk.

Since then I have had an enquiry for a Norfolk country inn, not too far from the sea and with good food. Fortunately I had the answer—The Feathers Hotel at Holt. Here is an old market town inn which, after many years in obscurity, has been taken over by an enterprising and hard-working couple, who have modernised and re-equipped the bedrooms (wash-basin lights and electric razor points) and public rooms in such a way that the old, polished oak furniture and copper fit more happily than ever into their surroundings.

Yet it requires something more than eye attraction to bring people back again and again to The Feathers. Mr. and Mrs. Stuart Manion know how to tickle their patrons' palates, so much so that chance visitors are strongly advised to book a table in advance. With a small *à la carte* selection, the main attractions are the Norfolk pheasants, ducklings and chickens, as well as the salmon and trout, which are seasonable features of the daily menus. Most of the vegetables come from the garden of the hotel and there is also a shaded lawn which has been made from an old bowling green.

Four miles from the coast, The Feathers is within easy reach of the sailing and fishing facilities of Blakeney, the sands of Cromer and district, and the 18-hole golf course at Sheringham (6 miles). Norwich, King's Lynn, and the quiet villages of the Broads are all readily accessible and Gresham School is only a few miles away.

Now a word to northern readers in particular who have a leaning towards Bournemouth and Torquay, for apart from our other recommendations we have made two new finds, viz.: Bournemouth—Brent-Tor Hotel. There is much to like about this smallish hotel—only twenty-four bedrooms—on the West Cliff, set in its own colourful gardens at the head of Durley Chine, and we think regular visitors will agree that it all hinges around "The Smiths," as they prefer to be known, who, with their staff, work as a team for the welfare of their visitors. We sensed a friendly atmosphere, much of it generated in a small club bar below-stairs.

We lunched in a dining-room, where the table appointments reflected credit on the head waiter. We experienced the culinary skill of a good chef (catering is of the honest, homely type based largely on the produce of their own farm) and upstairs we noted a spick-and-spanness that warranted credit marks to the chambermaids. So we were not entirely surprised to hear that Brent-Tor is well filled throughout the year (residents are welcomed in the winter months), their annual Christmas party is a very special occasion and that repeat visits are the rule rather than the exception. It was to Bournemouth's advantage when "The Smiths" decided in 1949 to leave their native Epping and pitched their tent, so to speak, at Brent-Tor.

Torquay—Toorak Hotel. Unusual in name, singular in structure and progressive in directive, this well-positioned hotel in Devon's Riviera is not just another Torquay hotel but one that, from its inception, has been impregnated with the energy and enthusiasm of Mr. and Mrs. Frank Edmonds. In recent years they have been ably assisted by their son and daughter-in-law, Mr. and Mrs. Gordon Edmonds.

Those who stay at the Toorak regularly can testify to the fact that never a year goes by without some new amenity being added. The kitchens have, for many years, been their pride and showpiece. Modern, spotless and furnished with the latest in equipment, no Toorak chef has ever had to complain about the tools of his trade. Another individual feature is the Television Theatre. No need to hurry over dinner to get a seat in front of the screen, for really comfortable armchairs (all matching for a change) are are arranged in tiers.

For those thinking of wintering in Torquay, Toorak has the advantage of having forty of its ninety bedrooms on the ground floor. These, for the most part, overlook 5 acres of grounds, which in the warm weather are much in demand for sun basking and recreation.

BATH, Somerset. LANSDOWN GROVE HOTEL
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The atmosphere of the past, the amenities of the present and food and wine to be remembered are characteristics of this famous hotel; a landmark for three centuries in this lovely old city. Advance reservations are advisable. Tel.: 23186.

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NR. HERSTMONCEUX, Sussex. WHITE FRIARS
An hotel of quiet distinction for restful week-ends or late holidays (convenient for golf and riding). Buttery open to non-residents. Tel.: 3299.

JERSEY, C.I. ST. BRELADES BAY HOTEL
(1st Reg.) The resident proprietors have pleasure in announcing that their 1959 season will commence in time for Easter—the exact date of re-opening being March 21. Consequent upon increasing demand, fourteen additional bedrooms (four with private bathrooms) are being built during the winter—providing for an additional 20 guests. The earliest possible application is advisable.

JERSEY, Channel Islands. OMMAROO HOTEL
25 yards from sea and a few minutes' walk from town. Special terms for winter residents. Renowned for comfort, service and cuisine. Tel.: Central 93.

KESWICK, ENGLISH LAKES. LODORE SWISS HOTEL
60 rooms. Private bathrooms. Central heating. New Continental Cocktail Bar—SWISS CUISINE. Children's Nursery—Resident Nurse. Personal supervision Mrs. M. M. England (SWISS). Tel.: Borrowdale 227.

LONDON, N.W.4. HENDON HALL
First-class, 20 mins. West End. Excellent cuisine; fully licensed. Phone all rooms; suites. Central heating throughout. Hard tennis, Putting. Billiards. Adjoins Golf Club. Sunnyhill 3341.

NORFOLK ST., STRAND, LONDON. HOWARD HOTEL
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LYTHAM, Lancashire. CLIFTON ARMS
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CHESTER or MERSEYSIDE, Visiting either on business or pleasure, please note
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